ΕΦΗΜΕΡΙΣ ΤΗΣ ΚΥΒΕΡΝΗΣΕΩΣ
ΤΗΣ ΕΛΛΗΝΙΚΗΣ ΔΗΜΟΚΡΑΤΙΑΣ

ΕΝ ΑΘΗΝΑΙΣ ΤΗ 25 ΑΠΡΙΛΙΟΥ 1980	ΤΕΥΧΟΣ ΠΡΩΤΟΝ	ΑΡΙΘΜΟΣ ΦΥΛΛΟΥ 95

ΝΟΜΟΣ ΥΠ' ΑΡΙΘ. 1045

Περὶ κυρώσεως τῆς ὑπογραφείσης εἰς Λονδῖνον Διεθνοῦς Συμβάσεως «περὶ ἀσφαλείας τῆς ἀνθρωπίνης ζωῆς ἐν θαλάσσῃ 1974» καὶ περὶ ἄλλων τινῶν διατάξεων.

Ο ΠΡΟΕΔΡΟΣ ΤΗΣ ΕΛΛΗΝΙΚΗΣ ΔΗΜΟΚΡΑΤΙΑΣ

Ψηφισάμενοι ὁμοφώνως μετὰ τῆς Βουλῆς, ἀπεφασίσαμεν:

Ἄρθρον 1.

Κύρωσις.

Κυροῦται καὶ ἔχει ἰσχὺν νόμου ἡ εἰς Λονδῖνον ὑπογραφεῖσα τὴν 1ην Νοεμβρίου 1974 Διεθνὴς Σύμβασις «περὶ ἀσφαλείας τῆς ἀνθρωπίνης ζωῆς ἐν θαλάσσῃ 1974», μετὰ τῶν συνημμένων εἰς αὐτὴν Παραρτήματος Κανονισμῶν καὶ Προσαρτήματος τῶν ὁποίων τὰ κείμενα εἰς πρωτότυπον εἰς τὴν Ἀγγλικὴν καὶ εἰς μετάφρασιν εἰς τὴν Ἑλληνικὴν γλῶσσαν ἔχουν ὡς ἑξῆς :

FINAL ACT OF THE INTERNATIONAL CONFERENCE ON SAFETY OF LIFE AT SEA, 1974

1. By its Resolution A.304(VIII) of 23 November 1973, the Assembly of the Inter-Governmental Maritime Consultative Organization decided to convene in 1974 an international Conference to conclude a new Convention to replace the International Convention for the Safety of Life at Sea signed in London on 17 June 1960.

2. Upon the invitation of the Inter-Governmental Maritime Consultative Organization, the Conference was held in London from 21 October to 1 November 1974. The following States were represented by delegations at the Conference:

Algeria
Argentina
Australia
Belgium
Brazil
Bulgaria
Burma
Byelorussian Soviet Socialist Republic
Canada
Chile
China
Congo
Cuba
Cyprus
Czechoslovakia
Democratic Yemen
Denmark
Egypt
Finland
France
Gabon
German Democratic Republic
Germany, Federal Republic of
Ghana
Greece
Hungary
Iceland
India
Indonesia
Iran
Ireland
Israel
Italy
Jamaica
Kuwait
Liberia
Libyan Arab Republic
Madagascar
Mexico
Monaco
Netherlands
New Zealand
Nigeria
Norway
Pakistan
Panama
Peru
Poland
Portugal
Republic of Korea
Republic of Viet-Nam
Senegal
Singapore
Spain
Sri Lanka
Sweden
Switzerland
Turkey
Ukrainian Soviet Socialist Republic
Union of Soviet Socialist Republics
United Kingdom of Great Britain and Northern Ireland
United Republic of Tanzania
United States of America
Uruguay
Venezuela
Yugoslavia

3. Austria was represented at the Conference by an Observer.

4. Hong Kong, an Associate Member of the Organization, sent an Observer to the Conference.

5. At the invitation of the Organization, the following organizations in the United Nations system sent Representatives to the Conference:

International Labour Organisation (ILO)
International Telecommunication Union (ITU)

6. The following non-governmental organizations also sent Observers to the Conference:

International Chamber of Shipping (ICS)
International Electrotechnical Commission (IEC)
International Confederation of Free Trade Unions (ICFTU)
International Association of Lighthouse Authorities (IALA)
International Radio-Maritime Committee (CIRM)
International Association of Classification Societies (IACS)
Oil Companies International Marine Forum (OCIMF)
International Maritime Pilots' Association (IMPA)
Engineering Committee on Oceanic Resources (ECOR)
International Air Transport Association (IATA)

7. Rear-Admiral R. Y. Edwards of the delegation of the United States of America was elected President of the Conference. The following were elected Vice-Presidents:

H. E. Dr. M. de Anchorena (Argentina)
Mr. M. A. El-Sammak (Egypt)
Dr. H. Rentner (German Democratic Republic)
Captain S. Tardana (Indonesia)
Mr. J. G. Senghor (Senegal)

8. The following officers of the Conference were appointed:

Secretary-General	Mr. C. P. Srivastava Secretary-General of the Organization
Deputy Secretary-General	Mr. J. Quéguiner Deputy Secretary-General of the Organization
Executive Secretary	Captain A. Saveliev Secretary, Maritime Safety Committee
Deputy Executive Secretary	Captain Z. N. Sdougos Director, Marine Safety Division

9. The Conference established the following Committees:

Steering Committee

Chairman:	Rear-Admiral R. Y. Edwards (United States of America) President of the Conference

Committee I

Chairman:	**Mr. G. A. E. Longe (Nigeria)**
Vice-Chairman:	**Commander E. Mitropoulos (Greece)**

Committee II

Chairman:	Mr. P. Eriksson (Sweden)
Vice-Chairman:	Captain M. A. Ghaffar (Pakistan)

Credentials Committee

Chairman:	Mr. A. Rozental (Mexico)

Drafting Committee

Chairman:	Mr. G. Unkles (Australia)

10. The Conference had before it and used as a basis for its discussions

- the International Convention for the Safety of Life at Sea, 1960,
- amendments thereto adopted by the Assembly of the Organization, pursuant to the Convention, in 1966, 1967, 1968, 1969, 1971 and 1973,
- proposed amendments to certain Articles of the 1960 Convention, prepared by the Maritime Safety Committee of the Organization,
- consequential and editorial amendments to certain Regulations,
- proposals and comments on the Articles and Regulations submitted to the Conference by interested Governments and organizations.

11. As a result of its deliberations, recorded in the reports of the respective Committees, and in the records of the plenary sessions, the Conference adopted THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, which constitutes Attachment 1 to this Final Act.

12. The Conference also adopted a number of Resolutions, the texts of which comprise Attachment 2 to this Final Act.

13. The Conference adopted a number of Recommendations Applicable to Nuclear Ships, the texts of which comprise Attachment 3 to this Final Act, in order to provide guidance for Governments in the application of the Regulations included in the International Convention for the Safety of Life at Sea, 1974, and to draw attention to the main problems which at the present stage of technical development require attention.

14. The text of this Final Act, including its attachments, is deposited with the Secretary-General of the Inter-Governmental Maritime Consultative Organization. It is established in a single original text in the Chinese, English, French, Russian and Spanish languages. Official translations of the Convention shall be prepared in the Arabic, German and Italian languages and shall be deposited with this Final Act.

15. The Secretary-General of the Inter-Governmental Maritime Consultative Organization shall send certified copies of this Final Act with the Resolutions of the Conference, certified copies of the authentic texts of the Convention and, when they have been prepared, official translations of the Convention, to the Governments of the States invited to be represented at the Conference, in accordance with the wishes of those Governments.

IN WITNESS WHEREOF the undersigned have affixed their signatures to this Final Act.

DONE AT LONDON this first day of November one thousand nine hundred and seventy-four.

主席
President
Président
Председатель
Presidente

政府间海事协商组织秘书长
Secretary-General of the Inter-Governmental Maritime Consultative Organization
Secrétaire général de l'Organisation intergouvernementale consultative de la navigation maritime
Генеральный Секретарь Межправительственной Морской Консультативной Организации
Secretario General de la Organización Consultiva Marítima Intergubernamental

政府间海事协商组织副秘书长
Deputy Secretary-General of the Inter-Governmental Maritime Consultative Organization
Secrétaire général adjoint de l'Organisation intergouvernementale consultative de la navigation maritime
Заместитель Генерального Секретаря Межправительственной Морской Консультативной Организации
Secretario General Adjunto de la Organización Consultiva Marítima Intergubernamental

会议执行秘书
Executive Secretary of the Conference
Secrétaire exécutif de la Conférence
Исполнительный Секретарь Конференции
Secretario Ejecutivo de la Conferencia

会议副执行秘书
Deputy Executive Secretary of the Conference
Secrétaire exécutif adjoint de la Conférence
Заместитель Исполнительного Секретаря Конференции
Secretario Ejecutivo Adjunto de la Conferencia

阿尔及利亚民主人民共和国政府
For the Government of the Democratic and Popular Republic of Algeria
Pour le Gouvernement de la République algérienne démocratique et populaire
От имени Правительства Алжирской Народной Демократической Республики
Por el Gobierno de la República Argelina Democrática y Popular

阿根廷共和国政府
For the Government of the Argentine Republic
Pour le Gouvernement de la République Argentine
От имени Правительства Аргентинской Республики
Por el Gobierno de la República Argentina

澳大利亚联邦政府
For the Government of the Commonwealth of Australia
Pour le Gouvernement du Commonwealth d'Australie
От имени Правительства Австралийского Союза
Por el Gobierno del Commonwealth de Australia

比利时王国政府
For the Government of the Kingdom of Belgium
Pour le Gouvernement du Royaume de Belgique
От имени Правительства Королевства Бельгии
Por el Gobierno del Reino de Bélgica

巴西联邦共和国政府
For the Government of the Federative Republic of Brazil
Pour le Gouvernement de la République fédérative du Brésil
От имени Правительства Федеративной Республики Бразилии
Por el Gobierno de la República Federativa del Brasil

保加利亚人民共和国政府
For the Government of the People's Republic of Bulgaria
Pour le Gouvernement de la République populaire de Bulgarie
От имени Правительства Народной Республики Болгарии
Por el Gobierno de la República Popular de Bulgaria

缅甸联邦社会主义共和国政府
For the Government of the Socialist Republic of the Union of Burma
Pour le Gouvernement de la République socialiste de l'Union birmane
От имени Правительства Социалистической Республики Бирманского Союза
Por el Gobierno de la República Socialista de la Unión Birmana

(For the Socialist Republic of the Union of Burma)

白俄罗斯苏维埃社会主义共和国政府
For the Government of the Byelorussian Soviet Socialist Republic
Pour le Gouvernement de la République socialiste soviétique de Biélorussie
От имени Правительства Белорусской Советской Социалистической Республики
Por el Gobierno de la República Socialista Soviética de Bielorrusia

加拿大政府
For the Government of Canada
Pour le Gouvernement du Canada
От имени Правительства Канады
Por el Gobierno del Canadá

智利共和国政府
For the Government of the Republic of Chile
Pour le Gouvernement de la République du Chili
От имени Правительства Республики Чили
Por el Gobierno de la República de Chile

J. SEPÚLVEDA

中华人民共和国政府
For the Government of the People's Republic of China
Pour le Gouvernement de la République populaire de Chine
От имени Правительства Китайской Народной Республики
Por el Gobierno de la República Popular de China

刚果人民共和国政府
For the Government of the People's Republic of the Congo
Pour le Gouvernement de la République populaire du Congo
От имени Правительства Народной Республики Конго
Por el Gobierno de la República Popular del Congo

古巴共和国政府
For the Government of the Republic of Cuba
Pour le Gouvernement de la République de Cuba
От имени Правительства Республики Куба
Por el Gobierno de la República de Cuba

塞浦路斯共和国政府
For the Government of the Republic of Cyprus
Pour le Gouvernement de la République de Chypre
От имени Правительства Республики Кипр
Por el Gobierno de la República de Chipre

Michael V. Vassiliades.

捷克斯洛伐克社会主义共和国政府
For the Government of the Czechoslovak Socialist Republic
Pour le Gouvernement de la République socialiste tchécoslovaque
От имени Правительства Чехословацкой Социалистической Республики
Por el Gobierno de la República Socialista Checoslovaca

也门民主人民共和国政府
For the Government of the People's Democratic Republic of Yemen
Pour le Gouvernement de la République démocratique populaire du Yémen
От имени Правительства Народной Демократической Республики Йемен
Por el Gobierno de la República Democrática Popular del Yemen

丹麦王国政府
For the Government of the Kingdom of Denmark
Pour le Gouvernement du Royaume du Danemark
От имени Правительства Королевства Дании
Por el Gobierno del Reino de Dinamarca

阿拉伯埃及共和国政府
For the Government of the Arab Republic of Egypt
Pour le Gouvernement de la République arabe d'Egypte
От имени Правительства Арабской Республики Египет
Por el Gobierno de la República Arabe de Egipto

芬兰共和国政府
For the Government of the Republic of Finland
Pour le Gouvernement de la République de Finlande
От имени Правительства Республики Финляндии
Por el Gobierno de la República de Finlandia

法兰西共和国政府
For the Government of the French Republic
Pour le Gouvernement de la République française
От имени Правительства Французской Республики
Por el Gobierno de la República Francesa

加蓬共和国政府
For the Government of the Gabonese Republic
Pour le Gouvernement de la République gabonaise
От имени Правительства Габонской Республики
Por el Gobierno de la República Gabonesa

德意志民主共和国政府
For the Government of the German Democratic Republic
Pour le Gouvernement de la République démocratique allemande
От имени Правительства Германской Демократической Республики
Por el Gobierno de la República Democrática Alemana

德意志联邦共和国政府

For the Government of the Federal Republic of Germany
Pour le Gouvernement de la République fédérale d'Allemagne
От имени Правительства Федеративной Республики Германии
Por el Gobierno de la República Federal de Alemania

加纳共和国政府

For the Government of the Republic of Ghana
Pour le Gouvernement de la République du Ghana
От имени Правительства Республики Гана
Por el Gobierno de la República de Ghana

希腊共和国政府

For the Government of the Hellenic Republic
Pour le Gouvernement de la République hellénique
От имени Правительства Эллинской Республики
Por el Gobierno de la República Helena

匈牙利人民共和国政府

For the Government of the Hungarian People's Republic
Pour le Gouvernement de la République populaire hongroise
От имени Правительства Венгерской Народной Республики
Por el Gobierno de la República Popular Húngara.

冰岛共和国政府

For the Government of the Republic of Iceland
Pour le Gouvernement de la République d'Islande
От имени Правительства Республики Исландии
Por el Gobierno de la República de Islandia

印度共和国政府
For the Government of the Republic of India
Pour le Gouvernement de la République de l'Inde
От имени Правительства Республики Индии
Por el Gobierno de la República de la India

印度尼西亚共和国政府
For the Government of the Republic of Indonesia
Pour le Gouvernement de la République d'Indonésie
От имени Правительства Республики Индонезии
Por el Gobierno de la República de Indonesia

伊朗王国政府
For the Government of the Empire of Iran
Pour le Gouvernement de l'Empire d'Iran
От имени Правительства Иранской Империи
Por el Gobierno del Imperio del Irán

爱尔兰政府
For the Government of Ireland
Pour le Gouvernement de l'Irlande
От имени Правительства Ирландии
Por el Gobierno de Irlanda

以色列国政府
For the Government of the State of Israel
Pour le Gouvernement de l'Etat d'Israël
От имени Правительства Государства Израиль
Por el Gobierno del Estado de Israel

意大利共和国政府
For the Government of the Italian Republic
Pour le Gouvernement de la République italienne
От имени Правительства Итальянской Республики
Por el Gobierno de la República Italiana

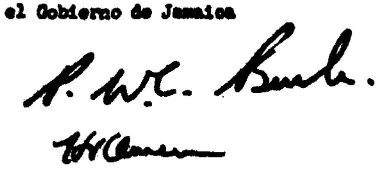
牙买加政府

For the Government of Jamaica

Pour le Gouvernement de la Jamaïque

От имени Правительства Ямайки

Por el Gobierno de Jamaica



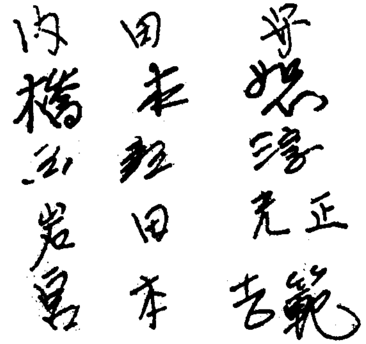
日本国政府

For the Government of Japan

Pour le Gouvernement du Japon

От имени Правительства Японии

Por el Gobierno del Japón



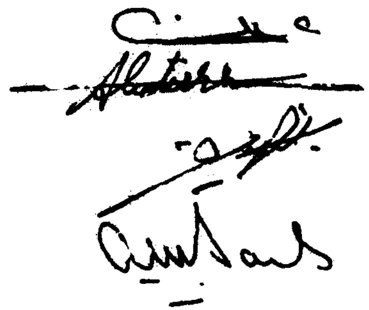
科威特国政府

For the Government of the State of Kuwait

Pour le Gouvernement de l'Etat du Koweït

От имени Правительства Государства Кувейт

Por el Gobierno del Estado de Kuwait



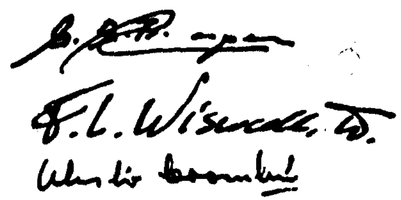
利比里亚共和国政府

For the Government of the Republic of Liberia

Pour le Gouvernement de la République du Libéria

От имени Правительства Республики Либерии

Por el Gobierno de la República de Liberia



阿拉伯利比亚共和国政府

For the Government of the Libyan Arab Republic

Pour le Gouvernement de la République arabe libyenne

От имени Правительства Ливийской Арабской Республики

Por el Gobierno de la República Arabe Libia



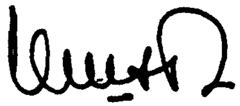
马尔加什共和国政府

For the Government of the Malagasy Republic

Pour le Gouvernement de la République malgache

От имени Правительства Малагасийской Республики

Por el Gobierno de la República Malgache



墨西哥合众国政府
For the Government of the United Mexican States
Pour le Gouvernement des Etats-Unis du Mexique
От имени Правительства Соединенных штатов Мексики
Por el Gobierno de los Estados Unidos Mexicanos

摩纳哥公国政府
For the Government of the Principality of Monaco
Pour le Gouvernement de la Principauté de Monaco
От имени Правительства Княжества Монако
Por el Gobierno del Principado de Mónaco

荷兰王国政府
For the Government of the Kingdom of the Netherlands
Pour le Gouvernement du Royaume des Pays-Bas
От имени Правительства Нидерландского Королевства
Por el Gobierno del Reino de los Países Bajos

新西兰政府
For the Government of New Zealand
Pour le Gouvernement de la Nouvelle-Zélande
От имени Правительства Новой Зеландии
Por el Gobierno de Nueva Zelandia

尼日利亚联邦共和国政府
For the Government of the Federal Republic of Nigeria
Pour le Gouvernement de la République fédérale du Nigéria
От имени Правительства Федеративной Республики Нигерии
Por el Gobierno de la República Federal de Nigeria

挪威王国政府

For the Government of the Kingdom of Norway

Pour le Gouvernement du Royaume de Norvège

От имени Правительства Норвежского Королевства

Por el Gobierno del Reino de Noruega

巴拿马共和国政府

For the Government of the Republic of Panama

Pour le Gouvernement de la République du Panama

От имени Правительства Республики Панама

Por el Gobierno de la República de Panamá

秘鲁共和国政府

For the Government of the Republic of Peru

Pour le Gouvernement de la République du Pérou

От имени Правительства Республики Перу

Por el Gobierno de la República del Perú

巴基斯坦伊斯兰共和国政府

For the Government of the Islamic Republic of Pakistan

Pour le Gouvernement de la République islamique du Pakistan

От имени Правительства Исламской Республики Пакистан

Por el Gobierno de la República Islámica del Pakistán

波兰人民共和国政府

For the Government of the Polish People's Republic

Pour le Gouvernement de la République populaire de Pologne

От имени Правительства Польской Народной Республики

Por el Gobierno de la República Popular Polaca

葡萄牙共和国政府

For the Government of the Portuguese Republic

Pour le Gouvernement de la République portugaise

От имени Правительства Португальской Республики

Por el Gobierno de la República Portuguesa

大韩民国政府

For the Government of the Republic of Korea

Pour le Gouvernement de la République de Corée

От имени Правительства Корейской Республики

Por el Gobierno de la República de Corea

越南共和国政府

For the Government of the Republic of Viet-Nam

Pour le Gouvernement de la République du Viet-Nam

От имени Правительства Республики Вьетнам

Por el Gobierno de la República de Viet-Nam

塞内加尔共和国政府

For the Government of the Republic of Senegal

Pour le Gouvernement de la République du Sénégal

От имени Правительства Республики Сенегал

Por el Gobierno de la República del Senegal

新加坡共和国政府

For the Government of the Republic of Singapore
Pour le Gouvernement de la République de Singapour
От имени Правительства Республики Сингапур
Por el Gobierno de la República de Singapur

西班牙国政府

For the Government of the Spanish State
Pour le Gouvernement de l'Etat espagnol
От имени Правительства Испанского Государства
Por el Gobierno del Estado Español

Angel Mato

斯里兰卡共和国政府

For the Government of the Republic of Sri Lanka
Pour le Gouvernement de la République de Sri Lanka
От имени Правительства Республики Шри Ланка
Por el Gobierno de la República de Sri Lanka

瑞典王国政府

For the Government of the Kingdom of Sweden
Pour le Gouvernement du Royaume de Suède
От имени Правительства Королевства Швеции
Por el Gobierno del Reino de Suecia

瑞士联邦政府

For the Government of the Swiss Confederation
Pour le Gouvernement de la Confédération suisse
От имени Правительства Швейцарской Конфедерации
Por el Gobierno de la Confederación Suiza

土耳其共和国政府

For the Government of the Republic of Turkey

Pour le Gouvernement de la République turque

От имени Правительства Республики Турции

Por el Gobierno de la República de Turquía

乌克兰苏维埃社会主义共和国政府

For the Government of the Ukrainian Soviet Socialist Republic

Pour le Gouvernement de la République socialiste soviétique d'Ukraine

От имени Правительства Украинской Советской Социалистической Республики

Por el Gobierno de la República Socialista Soviética de Ucrania

苏维埃社会主义共和国联盟政府

For the Government of the Union of Soviet Socialist Republics

Pour le Gouvernement de l'Union des Républiques socialistes soviétiques

От имени Правительства Союза Советских Социалистических Республик

Por el Gobierno de la Unión de Repúblicas Socialistas Soviéticas

大不列颠及北爱尔兰联合王国政府

For the Government of the United Kingdom of Great Britain and Northern Ireland

Pour le Gouvernement du Royaume-Uni de Grande-Bretagne et d'Irlande du Nord

От имени Правительства Соединенного Королевства Великобритании и Северной Ирландии

Por el Gobierno del Reino Unido de Gran Bretaña e Irlanda del Norte

J. M. Wicks

坦桑尼亚联合共和国政府

For the Government of the United Republic of Tanzania

Pour le Gouvernement de la République-Unie de Tanzanie

От имени Правительства Объединенной Республики Танзании

Por el Gobierno de la República Unida de Tanzania

美利坚合众国政府

For the Government of the United States of America

Pour le Gouvernement des Etats-Unis d'Amérique

От имени Правительства Соединенных Штатов Америки

Por el Gobierno de los Estados Unidos de América

乌拉圭东岸共和国政府

For the Government of the Eastern Republic of Uruguay

Pour le Gouvernement de la République orientale de l'Uruguay

От имени Правительства Восточной Республики Уругвай

Por el Gobierno de la República Oriental del Uruguay

委内瑞拉共和国政府

For the Government of the Republic of Venezuela

Pour le Gouvernement de la République du Venezuela

От имени Правительства Республики Венесуэла

Por el Gobierno de la República de Venezuela

(ad. referendum)

南斯拉夫社会主义联邦共和国政府

For the Government of the Socialist Federal Republic of Yugoslavia

Pour le Gouvernement de la République fédérative socialiste de Yougoslavie

От имени Правительства Социалистической Федеративной Республики Югославии

Por el Gobierno de la República Federativa Socialista de Yugoslavia

ATTACHMENT 1

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

THE CONTRACTING GOVERNMENTS,

BEING DESIROUS of promoting safety of life at sea by establishing in common agreement uniform principles and rules directed thereto,

CONSIDERING that this end may best be achieved by the conclusion of a Convention to replace the International Convention for the Safety of Life at Sea, 1960, taking account of developments since that Convention was concluded,

HAVE AGREED as follows:

ARTICLE I

General Obligations under the Convention

(a) The Contracting Governments undertake to give effect to the provisions of the present Convention and the Annex thereto, which shall constitute an integral part of the present Convention. Every reference to the present Convention constitutes at the same time a reference to the Annex.

(b) The Contracting Governments undertake to promulgate all laws, decrees, orders and regulations and to take all other steps which may be necessary to give the present Convention full and complete effect, so as to ensure that, from the point of view of safety of life, a ship is fit for the service for which it is intended.

ARTICLE II

Application

The present Convention shall apply to ships entitled to fly the flag of States the Governments of which are Contracting Governments.

ARTICLE III

Laws, Regulations

The Contracting Governments undertake to communicate to and deposit with the Secretary-General of the Inter-Governmental Maritime Consultative Organization (hereinafter referred to as "the Organization"):

(a) a list of non-governmental agencies which are authorized to act in their behalf in the administration of measures for safety of life at sea for circulation to the Contracting Governments for the information of their officers;

(b) the text of laws, decrees, orders and regulations which shall have been promulgated on the various matters within the scope of the present Convention;

(c) a sufficient number of specimens of their Certificates issued under the provisions of the present Convention for circulation to the Contracting Governments for the information of their officers.

ARTICLE IV

Cases of Force Majeure

(a) A ship, which is not subject to the provisions of the present Convention at the time of its departure on any voyage, shall not become subject to the provisions of the present Convention on account of any deviation from its intended voyage due to stress of weather or any other cause of *force majeure*.

(b) Persons who are on board a ship by reason of *force majeure* or in consequence of the obligation laid upon the master to carry shipwrecked or other persons shall not be taken into account for the purpose of ascertaining the application to a ship of any provisions of the present Convention.

ARTICLE V

Carriage of Persons in Emergency

(a) For the purpose of evacuating persons in order to avoid a threat to the security of their lives a Contracting Government may permit the carriage of a larger number of persons in its ships than is otherwise permissible under the present Convention.

(b) Such permission shall not deprive other Contracting Governments of any right of control under the present Convention over such ships which come within their ports.

(c) Notice of any such permission, together with a statement of the circumstances, shall be sent to the Secretary-General of the Organization by the Contracting Government granting such permission.

ARTICLE VI

Prior Treaties and Conventions

(a) As between the Contracting Governments, the present Convention replaces and abrogates the International Convention for the Safety of Life at Sea which was signed in London on 17 June 1960.

(b) All other treaties, conventions and arrangements relating to safety of life at sea, or matters appertaining thereto, at present in force between Governments parties to the present Convention shall continue to have full and complete effect during the terms thereof as regards:

(i) ships to which the present Convention does not apply;

(ii) ships to which the present Convention applies, in respect of matters for which it has not expressly provided.

(c) To the extent, however, that such treaties, conventions or arrangements conflict with the provisions of the present Convention, the provisions of the present Convention shall prevail.

(d) All matters which are not expressly provided for in the present Convention remain subject to the legislation of the Contracting Governments.

ARTICLE VII

Special Rules drawn up by Agreement

When in accordance with the present Convention special rules are drawn up by agreement between all or some of the Contracting Governments, such rules shall be communicated to the Secretary-General of the Organization for circulation to all Contracting Governments.

ARTICLE VIII

Amendments

(a) The present Convention may be amended by either of the procedures specified in the following paragraphs.

(b) Amendments after consideration within the Organization:

(i) Any amendment proposed by a Contracting Government shall be submitted to the Secretary-General of the Organization, who shall then circulate it to all Members of the Organization and all Contracting Governments at least six months prior to its consideration.

(ii) Any amendment proposed and circulated as above shall be referred to the Maritime Safety Committee of the Organization for consideration.

(iii) Contracting Governments of States, whether or not Members of the Organization, shall be entitled to participate in the proceedings of the Maritime Safety Committee for the consideration and adoption of amendments.

(iv) Amendments shall be adopted by a two-thirds majority of the Contracting Governments present and voting in the Maritime Safety Committee expanded as provided for in sub-paragraph (iii) of this paragraph (hereinafter referred to as "the expanded Maritime Safety Committee") on condition that at least one-third of the Contracting Governments shall be present at the time of voting.

(v) Amendments adopted in accordance with sub-paragraph (iv) of this paragraph shall be communicated by the Secretary-General of the Organization to all Contracting Governments for acceptance.

(vi) (1) An amendment to an Article of the Convention or to Chapter I of the Annex shall be deemed to have been accepted on the date on which it is accepted by two-thirds of the Contracting Governments.

(2) An amendment to the Annex other than Chapter I shall be deemed to have been accepted:

(aa) at the end of two years from the date on which it is communicated to Contracting Governments for acceptance; or

(bb) at the end of a different period, which shall not be less than one year, if so determined at the time of its adoption by a two-thirds majority of the Contracting Governments present and voting in the expanded Maritime Safety Committee.

However, if within the specified period either more than one-third of Contracting Governments, or Contracting Governments the combined merchant fleets of which constitute not less than fifty per cent of the gross tonnage of the world's merchant fleet, notify the Secretary-General of the Organization that they object to the amendment, it shall be deemed not to have been accepted.

(vii) (1) An amendment to an Article of the Convention or to Chapter I of the Annex shall enter into force with respect to those Contracting Governments which have accepted it, six months after the date on which it is deemed to have been accepted, and with respect to each Contracting Government which accepts it after that date, six months after the date of that Contracting Government's acceptance.

(2) An amendment to the Annex other than Chapter I shall enter into force with respect to all Contracting Governments, except those which have objected to the amendment under sub-paragraph (vi)(2) of this paragraph and which have not withdrawn such objections, six months after the date on which it is deemed to have been accepted. However, before the date set for entry into force, any Contracting Government may give notice to the Secretary-General of the Organization that it exempts itself from giving effect to that amendment for a period not longer than one year from the date of its entry into force, or for such longer period as may be determined by a two-thirds majority of the Contracting Governments present and voting in the expanded Maritime Safety Committee at the time of the adoption of the amendment.

(c) Amendment by a Conference:

(i) Upon the request of a Contracting Government concurred in by at least one-third of the Contracting Governments, the Organization shall convene a Conference of Contracting Governments to consider amendments to the present Convention.

(ii) Every amendment adopted by such a Conference by a two-thirds majority of the Contracting Governments present and voting shall

be communicated by the Secretary-General of the Organization to all Contracting Governments for acceptance.

(iii) Unless the Conference decides otherwise, the amendment shall be deemed to have been accepted and shall enter into force in accordance with the procedures specified in sub-paragraphs (b)(vi) and (b)(vii) respectively of this Article, provided that references in these paragraphs to the expanded Maritime Safety Committee shall be taken to mean references to the Conference.

(d) (i) A Contracting Government which has accepted an amendment to the Annex which has entered into force shall not be obliged to extend the benefit of the present Convention in respect of the certificates issued to a ship entitled to fly the flag of a State the Government of which, pursuant to the provisions of sub-paragraph (b)(vi)(2) of this Article, has objected to the amendment and has not withdrawn such an objection, but only to the extent that such certificates relate to matters covered by the amendment in question.

(ii) A Contracting Government which has accepted an amendment to the Annex which has entered into force shall extend the benefit of the present Convention in respect of the certificates issued to a ship entitled to fly the flag of a State the Government of which, pursuant to the provisions of sub-paragraph (b)(vii)(2) of this Article, has notified the Secretary-General of the Organization that it exempts itself from giving effect to the amendment.

(e) Unless expressly provided otherwise, any amendment to the present Convention made under this Article, which relates to the structure of a ship, shall apply only to ships the keels of which are laid or which are at a similar stage of construction, on or after the date on which the amendment enters into force.

(f) Any declaration of acceptance of, or objection to, an amendment or any notice given under sub-paragraph (b)(vii)(2) of this Article shall be submitted in writing to the Secretary-General of the Organization, who shall inform all Contracting Governments of any such submission and the date of its receipt.

(g) The Secretary-General of the Organization shall inform all Contracting Governments of any amendments which enter into force under this Article, together with the date on which each such amendment enters into force.

ARTICLE IX

Signature, Ratification, Acceptance, Approval and Accession

(a) The present Convention shall remain open for signature at the Headquarters of the Organization from 1 November 1974 until 1 July 1975 and shall thereafter remain open for accession. States may become parties to the present Convention by:

(i) signature without reservation as to ratification, acceptance or approval; or

(ii) signature subject to ratification, acceptance or approval, followed by ratification, acceptance or approval; or

(iii) accession.

(b) Ratification, acceptance, approval or accession shall be effected by the deposit of an instrument to that effect with the Secretary-General of the Organization.

(c) The Secretary-General of the Organization shall inform the Governments of all States which have signed the present Convention or acceded to it of any signature or of the deposit of any instrument of ratification, acceptance, approval or accession and the date of its deposit.

ARTICLE X

Entry into Force

(a) The present Convention shall enter into force twelve months after the date on which not less than twenty-five States, the combined merchant fleets of which constitute not less than fifty per cent of the gross tonnage of the world's merchant shipping, have become parties to it in accordance with Article IX.

(b) Any instrument of ratification, acceptance, approval or accession deposited after the date on which the present Convention enters into force shall take effect three months after the date of deposit.

(c) After the date on which an amendment to the present Convention is deemed to have been accepted under Article VIII, any instrument of ratification, acceptance, approval or accession deposited shall apply to the Convention as amended.

ARTICLE XI

Denunciation

(a) The present Convention may be denounced by any Contracting Government at any time after the expiry of five years from the date on which the Convention enters into force for that Government.

(b) Denunciation shall be effected by the deposit of an instrument of denunciation with the Secretary-General of the Organization who shall notify all the other Contracting Governments of any instrument of denunciation received and of the date of its receipt as well as the date on which such denunciation takes effect.

(c) A denunciation shall take effect one year, or such longer period as may be specified in the instrument of denunciation, after its receipt by the Secretary-General of the Organization.

ARTICLE XII

Deposit and Registration

(a) The present Convention shall be deposited with the Secretary-General of the Organization who shall transmit certified true copies thereof to the Governments of all States which have signed the present Convention or acceded to it.

(b) As soon as the present Convention enters into force, the text shall be transmitted by the Secretary-General of the Organization to the Secretary-General of the United Nations for registration and publication, in accordance with Article 102 of the Charter of the United Nations.

ARTICLE XIII

Languages

The present Convention is established in a single copy in the Chinese, English, French, Russian and Spanish languages, each text being equally authentic. Official translations in the Arabic, German and Italian languages shall be prepared and deposited with the signed original.

IN WITNESS WHEREOF the undersigned, being duly authorized by their respective Governments for that purpose, have signed the present Convention.

DONE AT LONDON this first day of November one thousand nine hundred and seventy-four.

ANNEX

CHAPTER I

GENERAL PROVISIONS

PART A - APPLICATION, DEFINITIONS, ETC.

Regulation 1

Application

(a) Unless expressly provided otherwise, the present Regulations apply only to ships engaged on international voyages.

(b) The classes of ships to which each Chapter applies are more precisely defined, and the extent of the application is shown, in each Chapter.

Regulation 2

Definitions

For the purpose of the present Regulations, unless expressly provided otherwise:

(a) "Regulations" means the Regulations contained in the Annex to the present Convention.

(b) "Administration" means the Government of the State whose flag the ship is entitled to fly.

(c) "Approved" means approved by the Administration.

(d) "International voyage" means a voyage from a country to which the present Convention applies to a port outside such country, or conversely.

(e) A passenger is every person other than:

(i) the master and the members of the crew or other persons employed or engaged in any capacity on board a ship on the business of that ship; and

(ii) a child under one year of age.

(f) A passenger ship is a ship which carries more than twelve passengers.

(g) A cargo ship is any ship which is not a passenger ship.

(h) A tanker is a cargo ship constructed or adapted for the carriage in bulk of liquid cargoes of an inflammable* nature.

(i) A fishing vessel is a vessel used for catching fish, whales, seals, walrus or other living resources of the sea.

(j) A nuclear ship is a ship provided with a nuclear power plant.

(k) "New ship" means a ship the keel of which is laid or which is at a similar stage of construction on or after the date of coming into force of the present Convention.

(l) "Existing ship" means a ship which is not a new ship.

(m) A mile is 1,852 metres or 6,080 feet.

Regulation 3

Exceptions

(a) The present Regulations, unless expressly provided otherwise, do not apply to:

(i) Ships of war and troopships.

(ii) Cargo ships of less than 500 tons gross tonnage.

(iii) Ships not propelled by mechanical means.

(iv) Wooden ships of primitive build.

(v) Pleasure yachts not engaged in trade.

(vi) Fishing vessels.

(b) Except as expressly provided in Chapter V, nothing herein shall apply to ships solely navigating the Great Lakes of North America and the River St. Lawrence as far east as a straight line drawn from Cap des Rosiers to West Point, Anticosti Island and, on the north side of Anticosti Island, the 63rd Meridian.

Regulation 4

Exemptions

(a) A ship which is not normally engaged on international voyages but which, in exceptional circumstances, is required to undertake a single international voyage may be exempted by the Administration from any of the requirements of the present Regulations provided that it complies with safety requirements which are adequate in the opinion of the Administration for the voyage which is to be undertaken by the ship.

(b) The Administration may exempt any ship which embodies features of a novel kind from any of the provisions of Chapters II-1, II-2, III and IV of these Regulations the application of which might seriously impede research into the development of such features and their incorporation in ships engaged on international voyages. Any such ship shall, however, comply with safety requirements which, in the opinion of that Administration, are adequate for the service for which it is intended and are such as to ensure the overall safety of the ship and which are acceptable to the Governments of the States to be visited by the ship. The Administration which allows any such exemption shall communicate to the Organization particulars of same and the reasons therefor which the Organization shall circulate to the Contracting Governments for their information.

Regulation 5

Equivalents

(a) Where the present Regulations require that a particular fitting, material, appliance or apparatus, or type thereof, shall be fitted or carried in a ship, or that any particular provision shall be made, the Administration may allow any other fitting, material, appliance or apparatus, or type thereof, to be fitted or carried, or any other provision to be made in that ship, if it is satisfied by trial thereof or otherwise that such fitting, material, appliance or apparatus, or type thereof, or provision, is at least as effective as that required by the present Regulations.

(b) Any Administration which so allows, in substitution, a fitting, material, appliance or apparatus, or type thereof, or provision, shall communicate to the Organization particulars thereof together with a report on any trials made and the Organization shall circulate such particulars to other Contracting Governments for the information of their officers.

PART B - SURVEYS AND CERTIFICATES

Regulation 6

Inspection and Survey

The inspection and survey of ships, so far as regards the enforcement of the provisions of the present Regulations and the granting of exemptions therefrom, shall be carried out by officers of the country in which the ship is registered, provided that the Government of each country may entrust the inspection and survey either to surveyors nominated for the purpose or to organizations recognized by it. In every case the Government concerned fully guarantees the completeness and efficiency of the inspection and survey.

Regulation 7

Surveys of Passenger Ships

(a) A passenger ship shall be subjected to the surveys specified below:

(i) A survey before the ship is put in service.

* "Inflammable" has the same meaning as "flammable".

(ii) A periodical survey once every twelve months.

(iii) Additional surveys, as occasion arises.

(b) The surveys referred to above shall be carried out as follows:

(i) The survey before the ship is put in service shall include a complete inspection of its structure, machinery and equipment, including the outside of the ship's bottom and the inside and outside of the boilers. This survey shall be such as to ensure that the arrangements, material, and scantlings of the structure, boilers and other pressure vessels and their appurtenances, main and auxiliary machinery, electrical installation, radio installation, radiotelegraph installations in motor lifeboats, portable radio apparatus for survival craft, life-saving appliances, fire protection, fire detecting and extinguishing appliances, radar, echo-sounding device, gyro-compass, pilot ladders, mechanical pilot hoists and other equipment, fully comply with the requirements of the present Convention, and of the laws, decrees, orders and regulations promulgated as a result thereof by the Administration for ships of the service for which it is intended. The survey shall also be such as to ensure that the workmanship of all parts of the ship and its equipment is in all respects satisfactory, and that the ship is provided with the lights, shapes, means of making sound signals and distress signals as required by the provisions of the present Convention and the International Regulations for Preventing Collisions at Sea in force.

(ii) The periodical survey shall include an inspection of the structure, boilers and other pressure vessels, machinery and equipment, including the outside of the ship's bottom. The survey shall be such as to ensure that the ship, as regards the structure, boilers and other pressure vessels and their appurtenances, main and auxiliary machinery, electrical installation, radio installation, radiotelegraph installations in motor lifeboats, portable radio apparatus for survival craft, life-saving appliances, fire protection, fire detecting and extinguishing appliances, radar, echo-sounding device, gyro-compass, pilot ladders, mechanical pilot hoists and other equipment, is in satisfactory condition and fit for the service for which it is intended, and that it complies with the requirements of the present Convention, and of the laws, decrees, orders and regulations promulgated as a result thereof by the Administration. The lights, shapes and means of making sound signals and the distress signals carried by the ship shall also be subject to the above-mentioned survey for the purpose of ensuring that they comply with the requirements of the present Convention and of the International Regulations for Preventing Collisions at Sea in force.

(iii) A survey either general or partial, according to the circumstances, shall be made every time an accident occurs or a defect is discovered which affects the safety of the ship or the efficiency or completeness of its life-saving appliances or other equipment, or whenever any important repairs or renewals are made. The survey shall be such as to ensure that the necessary repairs or renewals have been effectively made, that the material and workmanship of such repairs are in all respects satisfactory, and that the ship complies in all respects with the provisions of the present Convention and of the International Regulations for Preventing Collisions at Sea in force, and of the laws, decrees, orders and regulations promulgated as a result thereof by the Administration.

(i) The laws, decrees, orders and regulations referred to in paragraph (b) of this Regulation shall be in all respects such as to ensure that, from the point of view of safety of life, the ship is fit for the service for which it is intended.

(ii) They shall among other things prescribe the requirements to be observed as to the initial and subsequent hydraulic or other acceptable alternative tests to which the main and auxiliary boilers, connexions, steam pipes, high pressure receivers, and fuel tanks for internal combustion engines are to be submitted including the test procedures to be followed and the intervals between two consecutive tests.

Regulation 8

Surveys of Life-Saving Appliances and other Equipment of Cargo Ships

The life-saving appliances, except a radiotelegraph installation in a motor lifeboat or a portable radio apparatus for survival craft, the echo-sounding device, the gyro-compass, and the fire-extinguishing appliances of cargo ships to which Chapters II-1, II-2, III and V apply shall be subject to initial and subsequent surveys as provided for passenger ships in Regulation 7 of this Chapter with the substitution of 24 months for 12 months in sub-paragraph (a)(ii) of that Regulation. The fire control plans in new ships and the pilot ladders, mechanical pilot hoists, lights, shapes and means of making sound signals carried by new and existing ships shall be included in the surveys for the purpose of ensuring that they comply fully with the requirements of the present Convention and, where applicable, the International Regulations for Preventing Collisions at Sea in force.

Regulation 9

Surveys of Radio and Radar Installations of Cargo Ships

The radio and radar installations of cargo ships to which Chapters IV and V apply and any radiotelegraph installation in a motor lifeboat or portable radio apparatus for survival craft which is carried in compliance with the requirements of Chapter III shall be subject to initial and subsequent surveys as provided for passenger ships in Regulation 7 of this Chapter.

Regulation 10

Surveys of Hull, Machinery and Equipment of Cargo Ships

The hull, machinery and equipment (other than items in respect of which Cargo Ship Safety Equipment Certificates, Cargo Ship Safety Radiotelegraphy Certificates or Cargo Ship Safety Radiotelephony Certificates are issued) of a

cargo ship shall be surveyed on completion and thereafter in such manner and at such intervals as the Administration may consider necessary in order to ensure that their condition is in all respects satisfactory. The survey shall be such as to ensure that the arrangements, material, and scantlings of the structure, boilers and other pressure vessels and their appurtenances, main and auxiliary machinery, electrical installations and other equipment are in all respects satisfactory for the service for which the ship is intended.

Regulation 11

Maintenance of Conditions after Survey

After any survey of the ship under Regulations 7, 8, 9 or 10 of this Chapter has been completed, no change shall be made in the structural arrangements, machinery, equipment, etc. covered by the survey, without the sanction of the Administration.

Regulation 12

Issue of Certificates

(a) (i) A certificate called a Passenger Ship Safety Certificate shall be issued after inspection and survey to a passenger ship which complies with the requirements of Chapters II-1, II-2, III and IV and any other relevant requirements of the present Regulations.

(ii) A certificate called a Cargo Ship Safety Construction Certificate shall be issued after survey to a cargo ship which satisfies the requirements for cargo ships on survey set out in Regulation 10 of this Chapter and complies with the applicable requirements of Chapters II-1 and II-2 other than those relating to fire-extinguishing appliances and fire control plans.

(iii) A certificate called a Cargo Ship Safety Equipment Certificate shall be issued after inspection to a cargo ship which complies with the relevant requirements of Chapters II-1, II-2 and III and any other relevant requirements of the present Regulations.

(iv) A certificate called a Cargo Ship Safety Radiotelegraphy Certificate shall be issued after inspection to a cargo ship, fitted with a radiotelegraph installation, which complies with the requirements of Chapter IV and any other relevant requirements of the present Regulations.

(v) A certificate called a Cargo Ship Safety Radiotelephony Certificate shall be issued after inspection to a cargo ship, fitted with a radiotelephone installation, which complies with the requirements of Chapter IV and any other relevant requirements of the present Regulations.

(vi) When an exemption is granted to a ship under and in accordance with the provisions of the present Regulations, a certificate called an Exemption Certificate shall be issued in addition to the certificates prescribed in this paragraph.

(vii) Passenger Ship Safety Certificates, Cargo Ship Safety Construction Certificates, Cargo Ship Safety Equipment Certificates, Cargo Ship Safety Radiotelegraphy Certificates, Cargo Ship Safety Radiotelephony Certificates and Exemption Certificates shall be issued either by the Administration or by any person or organization duly authorized by it. In every case, that Administration assumes full responsibility for the Certificate.

(b) Notwithstanding any other provision of the present Convention any certificate issued under, and in accordance with, the provisions of the International Convention for the Safety of Life at Sea, 1960, which is current when the present Convention comes into force in respect of the Administration by which the certificate is issued, shall remain valid until it expires under the terms of Regulation 14 of Chapter I of that Convention.

(c) A Contracting Government shall not issue certificates under, and in accordance with, the provisions of the International Convention for the Safety of Life at Sea, 1960, 1948 or 1929, after the date on which acceptance of the present Convention by the Government takes effect.

Regulation 13

Issue of Certificate by another Government

A Contracting Government may, at the request of the Administration, cause a ship to be surveyed and, if satisfied that the requirements of the present Regulations are complied with, shall issue certificates to the ship in accordance with the present Regulations. Any certificate so issued must contain a statement to the effect that it has been issued at the request of the Government of the country in which the ship is or will be registered, and it shall have the same force and receive the same recognition as a certificate issued under Regulation 12 of this Chapter.

Regulation 14

Duration of Certificates

(a) Certificates other than Cargo Ship Safety Construction Certificates, Cargo Ship Safety Equipment Certificates and Exemption Certificates shall be issued for a period of not more than 12 months. Cargo Ship Safety Equipment Certificates shall be issued for a period of not more than 24 months. Exemption Certificates shall not be valid for longer than the period of the certificates to which they refer.

(b) If a survey takes place within two months before the end of the period for which a Cargo Ship Safety Radiotelegraphy Certificate or a Cargo Ship Safety Radiotelephony Certificate issued in respect of cargo ships of 300 tons gross tonnage and upwards, but less than 500 tons gross tonnage, was originally issued, that certificate may be withdrawn, and a new certificate may be issued which shall expire 12 months after the end of the said period.

(c) If a ship at the time when its certificate expires is not in a port of the country in which it is registered, the certificate may be extended by the Admini-

stration, but such extension shall be granted only for the purpose of allowing the ship to complete its voyage to the country in which it is registered or is to be surveyed, and then only in cases where it appears proper and reasonable so to do.

(d) No certificate shall be thus extended for a longer period than five months, and a ship to which such extension is granted shall not, on its arrival in the country in which it is registered or the port in which it is to be surveyed, be entitled by virtue of such extension to leave that port or country without having obtained a new certificate.

(e) A certificate which has not been extended under the foregoing provisions of this Regulation may be extended by the Administration for a period of grace of up to one month from the date of expiry stated on it.

Regulation 15

Form of Certificates

(a) All certificates shall be drawn up in the official language or languages of the country by which they are issued.

(b) The form of the certificates shall be that of the models given in the Appendix to the present Regulations. The arrangement of the printed part of the model certificates shall be exactly reproduced in the certificates issued, or in certified copies thereof, and the particulars inserted in the certificates issued, or in certified copies thereof, shall be in Roman characters and Arabic figures.

Regulation 16

Posting up of Certificates

All certificates or certified copies thereof issued under the present Regulations shall be posted up in a prominent and accessible place in the ship.

Regulation 17

Acceptance of Certificates

Certificates issued under the authority of a Contracting Government shall be accepted by the other Contracting Governments for all purposes covered by the present Convention. They shall be regarded by the other Contracting Governments as having the same force as certificates issued by them.

Regulation 18

Qualification of Certificates

(a) If in the course of a particular voyage a ship has on board a number of persons less than the total number stated in the Passenger Ship Safety Certificate and is in consequence, in accordance with the provisions of the present Regulations, free to carry a smaller number of lifeboats and other life-saving appliances than that stated in the Certificate, an annex may be issued by the Government, person or organization referred to in Regulation 12 or 13 of this Chapter.

(b) This annex shall state that in the circumstances there is no infringement of the provisions of the present Regulations. It shall be annexed to the Certificate and shall be substituted for it in so far as the life-saving appliances are concerned. It shall be valid only for the particular voyage for which it is issued.

Regulation 19

Control

Every ship holding a certificate issued under Regulation 12 or Regulation 13 of this Chapter is subject in the ports of the other Contracting Governments to control by officers duly authorized by such Governments in so far as this control is directed towards verifying that there is on board a valid certificate. Such certificate shall be accepted unless there are clear grounds for believing that the condition of the ship or of its equipment does not correspond substantially with the particulars of that certificate. In that case, the officer carrying out the control shall take such steps as will ensure that the ship shall not sail until it can proceed to sea without danger to the passengers or the crew. In the event of this control giving rise to intervention of any kind, the officer carrying out the control shall inform the Consul of the country in which the ship is registered in writing forthwith of all the circumstances in which intervention was deemed to be necessary, and the facts shall be reported to the Organization.

Regulation 20

Privileges

The privileges of the present Convention may not be claimed in favour of any ship unless it holds appropriate valid certificates.

PART C - CASUALTIES

Regulation 21

Casualties

(a) Each Administration undertakes to conduct an investigation of any casualty occurring to any of its ships subject to the provisions of the present Convention when it judges that such an investigation may assist in determining what changes in the present Regulations might be desirable.

(b) Each Contracting Government undertakes to supply the Organization with pertinent information concerning the findings of such investigations. No reports or recommendations of the Organization based upon such information shall disclose the identity or nationality of the ships concerned or in any manner fix or imply responsibility upon any ship or person.

CHAPTER II-1

CONSTRUCTION - SUBDIVISION AND STABILITY, MACHINERY AND ELECTRICAL INSTALLATIONS

PART A - GENERAL

Regulation 1

Application

(a) (i) Unless expressly provided otherwise, this Chapter applies to new ships.

(ii) Existing passenger ships and cargo ships shall comply with the following:

(1) for ships the keels of which were laid or which were at a similar stage of construction on or after the date of coming into force of the International Convention for the Safety of Life at Sea, 1960, the Administration shall ensure that the requirements which were applied under Chapter II of that Convention to new ships as defined in that Chapter are complied with;

(2) for ships the keels of which were laid or which were at a similar stage of construction on or after the date of coming into force of the International Convention for the Safety of Life at Sea, 1948, but before the date of coming into force of the International Convention for the Safety of Life at Sea, 1960, the Administration shall ensure that the requirements which were applied under Chapter II of the 1948 Convention to new ships as defined in that Chapter are complied with;

(3) for ships the keels of which were laid or which were at a similar stage of construction before the date of coming into force of the International Convention for the Safety of Life at Sea, 1948, the Administration shall ensure that the requirements which were applied under Chapter II of that Convention to existing ships as defined in that Chapter are complied with;

(4) as regards the requirements of Chapter II-1 of the present Convention which are not contained in Chapter II of the 1960 and 1948 Conventions, the Administration shall decide which of these requirements shall be applied to existing ships as defined in the present Convention.

(iii) A ship which undergoes repairs, alterations, modifications and outfitting related thereto shall continue to comply with at least the requirements previously applicable to the ship. An existing ship in such a case shall not, as a rule, comply to a lesser extent with the requirements for a new ship than it did before. Repairs, alterations and modifications of a major character and outfitting related thereto should meet the requirements for a new ship in so far as the Administration deems reasonable and practicable.

(b) For the purpose of this Chapter:

(i) A new passenger ship is a passenger ship the keel of which is laid or which is at a similar stage of construction on or after the date of coming into force of the present Convention, or a cargo ship which is converted to a passenger ship on or after that date, all other passenger ships being described as existing passenger ships.

(ii) A new cargo ship is a cargo ship the keel of which is laid or which is at a similar stage of construction after the date of coming into force of the present Convention.

(c) The Administration may, if it considers that the sheltered nature and conditions of the voyage are such as to render the application of any specific requirements of this Chapter unreasonable or unnecessary, exempt from those requirements individual ships or classes of ships belonging to its country which, in the course of their voyage, do not proceed more than 20 miles from the nearest land.

(d) In the case of a passenger ship which is permitted under paragraph (c) of Regulation 27 of Chapter III to carry a number of persons on board in excess of the lifeboat capacity provided, it shall comply with the special standards of subdivision set out in paragraph (e) of Regulation 5 of this Chapter, and the associated special provisions regarding permeability in paragraph (d) of Regulation 4 of this Chapter, unless the Administration is satisfied that, having regard to the nature and conditions of the voyage, compliance with the other provisions of the Regulations of this Chapter and Chapter II-2 of the present Convention is sufficient.

(e) In the case of passenger ships which are employed in special trades for the carriage of large numbers of special trade passengers, such as the pilgrim trade, the Administration, if satisfied that it is impracticable to enforce compliance with the requirements of this Chapter, may exempt such ships, when they belong to its country, from those requirements, provided that they comply fully with the provisions of:

(i) the Rules annexed to the Special Trade Passenger Ships Agreement, 1971, and

(ii) the Rules annexed to the Protocol on Space Requirements for Special Trade Passenger Ships, 1973, when it enters into force.

Regulation 2

Definitions

For the purpose of this Chapter, unless expressly provided otherwise:

(a) (i) A subdivision load line is a water-line used in determining the subdivision of the ship.

(ii) The deepest subdivision load line is the water-line which corresponds to the greatest draught permitted by the subdivision requirements which are applicable.

(b) The length of the ship is the length measured between perpendiculars taken at the extremities of the deepest subdivision load line.

(c) The breadth of the ship is the extreme width from outside of frame to outside of frame at or below the deepest subdivision load line.

(d) The draught is the vertical distance from the moulded base line amidships to the subdivision load line in question.

(e) The bulkhead deck is the uppermost deck up to which the transverse watertight bulkheads are carried.

(f) The margin line is a line drawn at least 76 millimetres (3 inches) below the upper surface of the bulkhead deck at side.

(g) The permeability of a space is the percentage of that space which can be occupied by water.

The volume of a space which extends above the margin line shall be measured only to the height of that line.

(h) The machinery space is to be taken as extending from the moulded base line to the margin line and between the extreme main transverse watertight bulkheads bounding the spaces containing the main and auxiliary propelling machinery, boilers serving the needs of propulsion, and all permanent coal bunkers.

In the case of unusual arrangements, the Administration may define the limits of the machinery spaces.

(i) Passenger spaces are those which are provided for the accommodation and use of passengers, excluding baggage, store, provision and mail rooms.

For the purposes of Regulations 4 and 5 of this Chapter, spaces provided below the margin line for the accommodation and use of the crew shall be regarded as passenger spaces.

(j) In all cases volumes and areas shall be calculated to moulded lines.

PART B – SUBDIVISION AND STABILITY*

(Part B applies to passenger ships only, except that Regulation 19 also applies to cargo ships.)

Regulation 3

Floodable Length

(a) The floodable length at any point of the length of a ship shall be determined by a method of calculation which takes into consideration the form, draught and other characteristics of the ship in question.

(b) In a ship with a continuous bulkhead deck, the floodable length at a given point is the maximum portion of the length of the ship, having its centre at the point in question, which can be flooded under the definite assumptions set forth in Regulation 4 of this Chapter without the ship being submerged beyond the margin line.

(c) (i) In the case of a ship not having a continuous bulkhead deck, the floodable length at any point may be determined to an assumed continuous margin line which at no point is less than 76 millimetres (3 inches) below the top of the deck (at side) to which the bulkheads concerned and the shell are carried watertight.

(ii) Where a portion of an assumed margin line is appreciably below the deck to which bulkheads are carried, the Administration may permit a limited relaxation in the watertightness of those portions of the bulkheads which are above the margin line and immediately under the higher deck.

Regulation 4

Permeability

(a) The definite assumptions referred to in Regulation 3 of this Chapter relate to the permeabilities of the spaces below the margin line.

In determining the floodable length, a uniform average permeability shall be used throughout the whole length of each of the following portions of the ship below the margin line:

(i) the machinery space as defined in Regulation 2 of this Chapter;

(ii) the portion forward of the machinery space; and

(iii) the portion abaft the machinery space.

(b) (i) The uniform average permeability throughout the machinery space shall be determined from the formula –

$$85 + 10\left(\frac{a - c}{v}\right)$$

where:

a = volume of the passenger spaces, as defined in Regulation 2 of this Chapter, which are situated below the margin line within the limits of the machinery space;

c = volume of between deck spaces below the margin line within the limits of the machinery space which are appropriated to cargo, coal or stores;

v = whole volume of the machinery space below the margin line.

(ii) Where it is shown to the satisfaction of the Administration that the average permeability as determined by detailed calculation is less than that given by the formula, the detailed calculated value may be used. For the purpose of such calculation, the permeabilities of passenger spaces, as defined in Regulation 2 of this Chapter, shall be taken as 95, that of all cargo, coal and store spaces as 60, and that

* Instead of the requirements in this Part, the Regulations on Subdivision and Stability of Passenger Ships as an Equivalent to Part B of Chapter II of the International Convention for the Safety of Life at Sea, 1960, adopted by the Organization by Resolution A.265(VIII), may be used, if applied, in their entirety.

of double bottom, oil fuel and other tanks at such values as may be approved in each case.

(c) Except as provided in paragraph (d) of this Regulation, the uniform average permeability throughout the portion of the ship before (or abaft) the machinery space shall be determined from the formula –

$$63 + 35\frac{a}{v}$$

where:

a = volume of the passenger spaces, as defined in Regulation 2 of this Chapter, which are situated below the margin line, before (or abaft) the machinery space, and

v = whole volume of the portion of the ship below the margin line before (or abaft) the machinery space.

(d) In the case of a ship which is permitted under paragraph (c) of Regulation 27 of Chapter III to carry a number of persons on board in excess of the lifeboat capacity provided, and is required under paragraph (d) of Regulation 1 of this Chapter to comply with special provisions, the uniform average permeability throughout the portion of the ship before (or abaft) the machinery space shall be determined from the formula –

$$95 - 35\frac{b}{v}$$

where:

b = the volume of the spaces below the margin line and above the tops of floors, inner bottom, or peak tanks, as the case may be, which are appropriated to and used as cargo spaces, coal or oil fuel bunkers, store-rooms, baggage and mail rooms, chain lockers and fresh water tanks, before (or abaft) the machinery space; and

v = whole volume of the portion of the ship below the margin line before (or abaft) the machinery space.

In the case of ships engaged on services where the cargo holds are not generally occupied by any substantial quantities of cargo, no part of the cargo spaces is to be included in calculating "b".

(e) In the case of unusual arrangements the Administration may allow, or require, a detailed calculation of average permeability for the portions before or abaft the machinery space. For the purpose of such calculation, the permeability of passenger spaces as defined in Regulation 2 of this Chapter shall be taken as 95, that of spaces containing machinery as 85, that of all cargo, coal and store spaces as 60, and that of double bottom, oil fuel and other tanks at such value as may be approved in each case.

(f) Where a between deck compartment between two watertight transverse bulkheads contains any passenger or crew space, the whole of that compartment, less any space completely enclosed within permanent steel bulkheads and appropriated to other purposes, shall be regarded as passenger space. Where, however, the passenger or crew space in question is completely enclosed within permanent steel bulkheads, only the space so enclosed need be considered as passenger space.

Regulation 5

Permissible Length of Compartments

(a) Ships shall be as efficiently subdivided as is possible having regard to the nature of the service for which they are intended. The degree of subdivision shall vary with the length of the ship and with the service, in such manner that the highest degree of subdivision corresponds with the ships of greatest length, primarily engaged in the carriage of passengers.

(b) *Factor of Subdivision.* The maximum permissible length of a compartment having its centre at any point in the ship's length is obtained from the floodable length by multiplying the latter by an appropriate factor called the factor of subdivision.

The factor of subdivision shall depend on the length of the ship, and for a given length shall vary according to the nature of the service for which the ship is intended. It shall decrease in a regular and continuous manner:

(i) as the length of the ship increases, and

(ii) from a factor A, applicable to ships primarily engaged in the carriage of cargo, to a factor B, applicable to ships primarily engaged in the carriage of passengers.

The variations of the factors A and B shall be expressed by the following formulae (I) and (II) where L is the length of the ship as defined in Regulation 2 of this Chapter:

L in metres

$$A = \frac{58.2}{L - 60} + .18 \quad (L = 131 \text{ and upwards}) \ldots\ldots\ldots\ldots (I)$$

L in feet

$$A = \frac{190}{L - 198} + .18 \quad (L = 430 \text{ and upwards})$$

L in metres

$$B = \frac{30.3}{L - 42} + .18 \quad (L = 79 \text{ and upwards}) \ldots\ldots\ldots\ldots (II)$$

L in feet

$$B = \frac{100}{L - 138} + .18 \quad (L = 260 \text{ and upwards})$$

(c) *Criterion of Service.* For a ship of given length the appropriate factor of subdivision shall be determined by the Criterion of Service Numeral (hereinafter called the Criterion Numeral) as given by the following formulae (III) and (IV) where:

C_s = the Criterion Numeral;

L = length of the ship, as defined in Regulation 2 of this Chapter;

M = the volume of the machinery space, as defined in Regulation 2 of this Chapter; with the addition thereto of the volume of any permanent oil fuel bunkers which may be situated above the inner bottom and before or abaft the machinery space;

P = the whole volume of the passenger spaces below the margin line, as defined in Regulation 2 of this Chapter;
V = the whole volume of the ship below the margin line;
P_1 = KN where:

N = number of passengers for which the ship is to be certified, and
K has the following values:

	Value of K
Length in metres and volumes in cubic metres	.056L
Length in feet and volumes in cubic feet	.6L

Where the value of KN is greater than the sum of P and the whole volume of the actual passenger spaces above the margin line, the figure to be taken as P_1 is that sum or two-thirds KN, whichever is the greater.

When P_1 is greater than P –

$$C_s = 72 \frac{M + 2P_1}{V + P_1 - P} \quad \ldots\ldots\ldots\ldots (III)$$

and in other cases –

$$C_s = 72 \frac{M + 2P}{V} \quad \ldots\ldots\ldots\ldots (IV)$$

For ships not having a continuous bulkhead deck the volumes are to be taken up to the actual margin lines used in determining the floodable lengths.

(d) *Rules for Subdivision of Ships other than those covered by paragraph (e) of this Regulation*

(i) The subdivision abaft the forepeak of ships 131 metres (430 feet) in length and upwards having a criterion numeral of 23 or less shall be governed by the factor A given by formula (I); of those having a criterion numeral of 123 or more by the factor B given by formula (II); and of those having a criterion numeral between 23 and 123 by the factor F obtained by linear interpolation between the factors A and B, using the formula:

$$F = A - \frac{(A - B)(C_s - 23)}{100} \quad \ldots\ldots\ldots\ldots (V)$$

Nevertheless, where the criterion numeral is equal to 45 or more and simultaneously the computed factor of subdivision as given by formula (V) is .65 or less, but more than .50, the subdivision abaft the forepeak shall be governed by the factor .50.

Where the factor F is less than .40 and it is shown to the satisfaction of the Administration to be impracticable to comply with the factor F in a machinery compartment of the ship, the subdivision of such compartment may be governed by an increased factor, which, however, shall not exceed .40.

(ii) The subdivision abaft the forepeak of ships less than 131 metres (430 feet) but not less than 79 metres (260 feet) in length having a criterion numeral equal to S, where –

$$S = \frac{3{,}574 - 25L}{13} \text{ (L in metres)} = \frac{9{,}382 - 20L}{34} \text{ (L in feet)}$$

shall be governed by the factor unity; of those having a criterion numeral of 123 or more by the factor B given by the formula (II); of those having a criterion numeral between S and 123 by the factor F obtained by linear interpolation between unity and the factor B using the formula:

$$F = 1 - \frac{(1 - B)(C_s - S)}{123 - S} \quad \ldots\ldots\ldots\ldots (VI)$$

(iii) The subdivision abaft the forepeak of ships less than 131 metres (430 feet) but not less than 79 metres (260 feet) in length and having a criterion numeral less than S, and of all ships less than 79 metres (260 feet) in length shall be governed by the factor unity, unless, in either case, it is shown to the satisfaction of the Administration to be impracticable to comply with this factor in any part of the ship, in which case the Administration may allow such relaxation as may appear to be justified, having regard to all the circumstances.

(iv) The provisions of sub-paragraph (iii) of this paragraph shall apply also to ships of whatever length, which are to be certified to carry a number of passengers exceeding 12 but not exceeding –

$$\frac{L^2}{650} \text{ (in metres)} = \frac{L^2}{7{,}000} \text{ (in feet)}, \quad \text{or 50, whichever is the less.}$$

(e) *Special Standards of Subdivision for Ships which are permitted under paragraph (c) of Regulation 27 of Chapter III to carry a number of persons on board in excess of the lifeboat capacity provided and are required under paragraph (d) of Regulation 1 of this Chapter to comply with special provisions*

(i) (1) In the case of ships primarily engaged in the carriage of passengers, the subdivision abaft the forepeak shall be governed by a factor of .50 or by the factor determined according to paragraphs (c) and (d) of this Regulation, if less than .50.

(2) In the case of such ships less than 91.5 metres (300 feet) in length, if the Administration is satisfied that compliance with such factor would be impracticable in a compartment, it may allow the length of that compartment to be governed by a higher factor provided the factor used is the lowest that is practicable and reasonable in the circumstances.

(ii) Where, in the case of any ship whether less than 91.5 metres (300 feet) or not, the necessity of carrying appreciable quantities of cargo makes it impracticable to require the subdivision abaft the forepeak to be governed by a factor not exceeding .50, the standard of subdivision to be applied shall be determined in accordance with the following sub-paragraphs (1) to (5), subject to the condition that where the Administration is satisfied that insistence on strict compliance in any respect would be unreasonable, it may allow such alternative arrangement of the watertight bulkheads as appears to be justified on merits and will not diminish the general effectiveness of the subdivision.

(1) The provisions of paragraph (c) of this Regulation relating to the criterion numeral shall apply with the exception that in

calculating the value of P_1 for berthed passengers K is to have the value defined in paragraph (c) of this Regulation, or 3.55 cubic metres (125 cubic feet), whichever is the greater, and for unberthed passengers K is to have the value 3.55 cubic metres (125 cubic feet).

(2) The factor B in paragraph (b) of this Regulation shall be replaced by the factor BB determined by the following formula:

L in metres

$$BB = \frac{17.6}{L - 33} + .20 \quad (L = 55 \text{ and upwards})$$

L in feet

$$BB = \frac{57.6}{L - 108} + .20 \quad (L = 180 \text{ and upwards})$$

(3) The subdivision abaft the forepeak of ships 131 metres (430 feet) in length and upwards having a criterion numeral of 23 or less shall be governed by the factor A given by formula (I) in paragraph (b) of this Regulation; of those having a criterion numeral of 123 of more by the factor BB given by the formula in sub-paragraph (ii)(2) of this paragraph; and of those having a criterion numeral between 23 and 123 by the factor F obtained by linear interpolation between the factors A and BB, using the formula:

$$F = A - \frac{(A - BB)(C_s - 23)}{100}$$

except that if the factor F so obtained is less than .50 the factor to be used shall be either .50 or the factor calculated according to the provisions of sub-paragraph (d)(i) of this Regulation, whichever is the smaller.

(4) The subdivision abaft the forepeak of ships less than 131 metres (430 feet) but not less than 55 metres (180 feet) in length having a criterion numeral equal to S_1 where –

$$S_1 = \frac{3{,}712 - 25L}{19} \quad (L \text{ in metres})$$

$$S_1 = \frac{1{,}950 - 4L}{10} \quad (L \text{ in feet})$$

shall be governed by the factor unity; of those having a criterion numeral of 123 or more by the factor BB given by the formula in sub-paragraph (ii)(2) of this paragraph; of those having a criterion numeral between S_1 and 123 by the factor F obtained by linear interpolation between unity and the factor BB using the formula:

$$F = 1 - \frac{(1 - BB)(C_s - S_1)}{123 - S_1}$$

except that in either of the two latter cases if the factor so obtained is less than .50 the subdivision may be governed by a factor not exceeding .50.

(5) The subdivision abaft the forepeak of ships less than 131 metres (430 feet) but not less than 55 metres (180 feet) in length and having a criterion numeral less than S_1 and of all ships less than 55 metres (180 feet) in length shall be governed by the factor unity, unless it is shown to the satisfaction of the Administration to be impracticable to comply with this factor in particular compartments, in which event the Administration may allow such relaxations in respect of those compartments as appear to be justified, having regard to all the circumstances, provided that the aftermost compartment and as many as possible of the forward compartments (between the forepeak and the after end of the machinery space) shall be kept within the floodable length.

Regulation 6

Special Rules concerning Subdivision

(a) Where in a portion or portions of a ship the watertight bulkheads are carried to a higher deck than in the remainder of the ship and it is desired to take advantage of this higher extension of the bulkheads in calculating the floodable length, separate margin lines may be used for each such portion of the ship provided that:

(i) the sides of the ship are extended throughout the ship's length to the deck corresponding to the upper margin line and all openings in the shell plating below this deck throughout the length of the ship are treated as being below a margin line, for the purposes of Regulation 14 of this Chapter; and

(ii) the two compartments adjacent to the "step" in the bulkhead deck are each within the permissible length corresponding to their respective margin lines, and, in addition, their combined length does not exceed twice the permissible length based on the lower margin line.

(b) (i) A compartment may exceed the permissible length determined by the rules of Regulation 5 of this Chapter provided the combined length of each pair of adjacent compartments to which the compartment in question is common does not exceed either the floodable length or twice the permissible length, whichever is the less.

(ii) If one of the two adjacent compartments is situated inside the machinery space, and the second is situated outside the machinery space, and the average permeability of the portion of the ship in which the second is situated differs from that of the machinery space, the combined length of the two compartments shall be adjusted to the mean average permeability of the two portions of the ship in which the compartments are situated.

(iii) Where the two adjacent compartments have different factors of subdivision, the combined length of the two compartments shall be determined proportionately.

(c) In ships 100 metres (330 feet) in length and upwards, one of the main transverse bulkheads abaft the forepeak shall be fitted at a distance from forward perpendicular which is not greater than the permissible length.

(d) A main transverse bulkhead may be recessed provided that all parts of the recess lie inboard of vertical surfaces on both sides of the ship, situated at a distance from the shell plating equal to one-fifth the breadth of the ship, as defined in Regulation 2 of this Chapter, and measured at right angles to the centre line at the level of the deepest subdivision load line.

Any part of a recess which lies outside these limits shall be dealt with as a step in accordance with paragraph (e) of this Regulation.

(e) A main transverse bulkhead may be stepped provided that it meets one of the following conditions:

(i) the combined length of the two compartments, separated by the bulkhead in question, does not exceed either 90 per cent of the floodable length or twice the permissible length, except that in ships having a factor of subdivision greater than .9, the combined length of the two compartments in question shall not exceed the permissible length;

(ii) additional subdivision is provided in way of the step to maintain the same measure of safety as that secured by a plane bulkhead;

(iii) the compartment over which the step extends does not exceed the permissible length corresponding to a margin line taken 76 millimetres (3 inches) below the step.

(f) Where a main transverse bulkhead is recessed or stepped, an equivalent plane bulkhead shall be used in determining the subdivision.

(g) If the distance between two adjacent main transverse bulkheads, or their equivalent plane bulkheads, or the distance between the transverse planes passing through the nearest stepped portions of the bulkheads, is less than 3.05 metres (10 feet) plus 3 per cent of the length of the ship, or 10.67 metres (35 feet) whichever is the less, only one of these bulkheads shall be regarded as forming part of the subdivision of the ship in accordance with the provisions of Regulation 5 of this Chapter.

(h) Where a main transverse watertight compartment contains local subdivision and it can be shown to the satisfaction of the Administration that, after any assumed side damage extending over a length of 3.05 metres (10 feet) plus 3 per cent of the length of the ship, or 10.67 metres (35 feet) whichever is the less, the whole volume of the main compartment will not be flooded, a proportionate allowance may be made in the permissible length otherwise required for such compartment. In such a case the volume of effective buoyancy assumed on the undamaged side shall not be greater than that assumed on the damaged side.

(i) Where the required factor of subdivision is .50 or less, the combined length of any two adjacent compartments shall not exceed the floodable length.

Regulation 7

Stability of Ships in Damaged Condition

(a) Sufficient intact stability shall be provided in all service conditions so as to enable the ship to withstand the final stage of flooding of any one main compartment which is required to be within the floodable length.

Where two adjacent main compartments are separated by a bulkhead which is stepped under the conditions of sub-paragraph (e)(i) of Regulation 6 of this Chapter the intact stability shall be adequate to withstand the flooding of those two adjacent main compartments.

Where the required factor of subdivision is .50 or less but more than .33 intact stability shall be adequate to withstand the flooding of any two adjacent main compartments.

Where the required factor of subdivision is .33 or less the intact stability shall be adequate to withstand the flooding of any three adjacent main compartments.

(b) (i) The requirements of paragraph (a) of this Regulation shall be determined by calculations which are in accordance with paragaphs (c), (d) and (f) of this Regulation and which take into consideration the proportions and design characteristics of the ship and the arrangement and configuration of the damaged compartments. In making these calculations the ship is to be assumed in the worst anticipated service condition as regards stability.

(ii) Where it is proposed to fit decks, inner skins or longitudinal bulkheads of sufficient tightness to seriously restrict the flow of water, the Administration shall be satisfied that proper consideration is given to such restrictions in the calculations.

(iii) In cases where the Administration considers the range of stability in the damaged condition to be doubtful, it may require investigation thereof.

(c) For the purpose of making damage stability calculations the volume and surface permeabilities shall be in general as follows:

Spaces	Permeability
Appropriated to Cargo, Coal or Stores	60
Occupied by Accommodation	95
Occupied by Machinery	85
Intended for Liquids	0 or 95*

Higher surface permeabilities are to be assumed in respect of spaces which, in the vicinity of the damage waterplane, contain no substantial quantity of accommodation or machinery and spaces which are not generally occupied by any substantial quantity of cargo or stores.

(d) Assumed extent of damage shall be as follows:

(i) longitudinal extent: 3.05 metres (10 feet) plus 3 per cent of the length of the ship, or 10.67 metres (35 feet) whichever is the less. Where the

* Whichever results in the more severe requirements.

required factor of subdivision is .33 or less the assumed longitudinal extent of damage shall be increased as necessary so as to include any two consecutive main transverse watertight bulkheads;

(ii) transverse extent (measured inboard from the ship's side, at right angles to the centre line at the level of the deepest subdivision load line): a distance of one-fifth of the breadth of the ship, as defined in Regulation 2 of this Chapter; and

(iii) vertical extent: from the base line upwards without limit.

(iv) If any damage of lesser extent than that indicated in sub-paragraphs (i), (ii) and (iii) of this paragraph would result in a more severe condition regarding heel or loss of metacentric height, such damage shall be assumed in the calculations.

(e) Unsymmetrical flooding is to be kept to a minimum consistent with efficient arrangements. Where it is necessary to correct large angles of heel, the means adopted shall, where practicable, be self-acting, but in any case where controls to cross-flooding fittings are provided they shall be operable from above the bulkhead deck. These fittings together with their controls as well as the maximum heel before equalization shall be acceptable to the Administration. Where cross-flooding fittings are required the time for equalization shall not exceed 15 minutes. Suitable information concerning the use of cross-flooding fittings shall be supplied to the master of the ship.*

(f) The final conditions of the ship after damage and, in the case of unsymmetrical flooding, after equalization measures have been taken shall be as follows:

(i) in the case of symmetrical flooding there shall be a positive residual metacentric height of at least 50 millimetres (2 inches) as calculated by the constant displacement method;

(ii) in the case of unsymmetrical flooding the total heel shall not exceed seven degrees, except that, in special cases, the Administration may allow additional heel due to the unsymmetrical moment, but in no case shall the final heel exceed fifteen degrees;

(iii) in no case shall the margin line be submerged in the final stage of flooding. If it is considered that the margin line may become submerged during an intermediate stage of flooding, the Administration may require such investigations and arrangements as it considers necessary for the safety of the ship.

(g) The master of the ship shall be supplied with the data necessary to maintain sufficient intact stability under service conditions to enable the ship to withstand the critical damage. In the case of ships requiring cross-flooding the master of the ship shall be informed of the conditions of stability on which the calculations of heel are based and be warned that excessive heeling might result should the ship sustain damage when in a less favourable condition.

(h) (i) No relaxation from the requirements for damage stability may be considered by the Administration unless it is shown that the intact metacentric height in any service condition necessary to meet these requirements is excessive for the service intended.

(ii) Relaxations from the requirements for damage stability shall be permitted only in exceptional cases and subject to the condition that the Administration is to be satisfied that the proportions, arrangements and other characteristics of the ship are the most favourable to stability after damage which can practically and reasonably be adopted in the particular circumstances.

Regulation 8

Ballasting

When ballasting with water is necessary, the water ballast should not in general be carried in tanks intended for oil fuel. In ships in which it is not practicable to avoid putting water in oil fuel tanks, oily-water separator equipment to the satisfaction of the Administration shall be fitted, or other alternative means acceptable to the Administration shall be provided for disposing of the oily-water ballast.

Regulation 9

Peak and Machinery Space Bulkheads, Shaft Tunnels, etc.

(a) (i) A ship shall have a forepeak or collision bulkhead, which shall be watertight up to the bulkhead deck. This bulkhead shall be fitted not less than 5 per cent of the length of the ship, and not more than 3.05 metres (10 feet) plus 5 per cent of the length of the ship from the forward perpendicular.

(ii) If the ship has a long forward superstructure, the forepeak bulkhead shall be extended weathertight to the deck next above the bulkhead deck. The extension need not be fitted directly over the bulkhead below, provided it is at least 5 per cent of the length of the ship from the forward perpendicular, and the part of the bulkhead deck which forms the step is made effectively weathertight.

(b) An afterpeak bulkhead, and bulkheads dividing the machinery space, as defined in Regulation 2 of this Chapter, from the cargo and passenger spaces forward and aft, shall also be fitted and made watertight up to the bulkhead deck. The afterpeak bulkhead may, however, be stepped below the bulkhead deck, provided the degree of safety of the ship as regards subdivision is not thereby diminished.

(c) In all cases stern tubes shall be enclosed in watertight spaces of moderate volume. The stern gland shall be situated in a watertight shaft tunnel or other watertight space separate from the stern tube compartment and of such volume that, if flooded by leakage through the stern gland, the margin line will not be submerged.

* Reference is made to the Recommendation on a Standard Method for Establishing Compliance with the Requirements for Cross-Flooding Arrangements in Passenger Ships, adopted by the Organization by Resolution A.266(VIII).

Regulation 10

Double Bottoms

(a) A double bottom shall be fitted extending from the forepeak bulkhead to the afterpeak bulkhead as far as this is practicable and compatible with the design and proper working of the ship.

(i) In ships 50 metres (165 feet) and under 61 metres (200 feet) in length a double bottom shall be fitted at least from the machinery space to the forepeak bulkhead, or as near thereto as practicable.

(ii) In ships 61 metres (200 feet) and under 76 metres (249 feet) in length a double bottom shall be fitted at least outside the machinery space, and shall extend to the fore and after peak bulkheads, or as near thereto as practicable.

(iii) In ships 76 metres (249 feet) in length and upwards, a double bottom shall be fitted amidships, and shall extend to the fore and after peak bulkheads, or as near thereto as practicable.

(b) Where a double bottom is required to be fitted its depth shall be to the satisfaction of the Administration and the inner bottom shall be continued out to the ship's sides in such a manner as to protect the bottom to the turn of the bilge. Such protection will be deemed satisfactory if the line of intersection of the outer edge of the margin plate with the bilge plating is not lower at any part than a horizontal plane passing through the point of intersection with the frame line amidships of a transverse diagonal line inclined at 25 degrees to the base line and cutting it at a point one-half the ship's moulded breadth from the middle line.

(c) Small wells constructed in the double bottom in connexion with drainage arrangements of holds, etc., shall not extend downwards more than necessary. The depth of the well shall in no case be more than the depth less 457 millimetres (18 inches) of the double bottom at the centreline, nor shall the well extend below the horizontal plane referred to in paragraph (b) of this Regulation. A well extending to the outer bottom is, however, permitted at the after end of the shaft tunnel of screw-ships. Other wells (e.g., for lubricating oil under main engines) may be permitted by the Administration if satisfied that the arrangements give protection equivalent to that afforded by a double bottom complying with this Regulation.

(d) A double bottom need not be fitted in way of watertight compartments of moderate size used exclusively for the carriage of liquids, provided the safety of the ship, in the event of bottom or side damage, is not, in the opinion of the Administration, thereby impaired.

(e) In the case of ships to which the provisions of paragraph (d) of Regulation 1 of this Chapter apply and which are engaged on regular service within the limits of a short international voyage as defined in Regulation 2 of Chapter III, the Administration may permit a double bottom to be dispensed with in any part of the ship which is subdivided by a factor not exceeding .50, if satisfied that the fitting of a double bottom in that part would not be compatible with the design and proper working of the ship.

Regulation 11

Assigning, Marking and Recording of Subdivision Load Lines

(a) In order that the required degree of subdivision shall be maintained, a load line corresponding to the approved subdivision draught shall be assigned and marked on the ship's sides. A ship having spaces which are specially adapted for the accommodation of passengers and the carriage of cargo alternatively may, if the owners desire, have one or more additional load lines assigned and marked to correspond with the subdivision draughts which the Administration may approve for the alternative service conditions.

(b) The subdivision load lines assigned and marked shall be recorded in the Passenger Ship Safety Certificate, and shall be distinguished by the notation C.1 for the principal passenger condition, and C.2, C.3, etc., for the alternative conditions.

(c) The freeboard corresponding to each of these load lines shall be measured at the same position and from the same deck line as the freeboards determined in accordance with the International Convention respecting Load Lines in force.

(d) The freeboard corresponding to each approved subdivision load line and the conditions of service for which it is approved, shall be clearly indicated on the Passenger Ship Safety Certificate.

(e) In no case shall any subdivision load line mark be placed above the deepest load line in salt water as determined by the strength of the ship and/or the International Convention respecting Load Lines in force.

(f) Whatever may be the position of the subdivision load line marks, a ship shall in no case be loaded so as to submerge the load line mark appropriate to the season and locality as determined in accordance with the International Convention respecting Load Lines in force.

(g) A ship shall in no case be so loaded that when she is in salt water the subdivision load line mark appropriate to the particular voyage and condition of service is submerged.

Regulation 12

Construction and Initial Testing of Watertight Bulkheads, etc.

(a) Each watertight subdivision bulkhead, whether transverse or longitudinal, shall be constructed in such a manner that it shall be capable of supporting, with a proper margin of resistance, the pressure due to the maximum head of water which it might have to sustain in the event of damage to the ship but at least the pressure due to a head of water up to the margin line. The construction of these bulkheads shall be to the satisfaction of the Administration.

(b) (i) Steps and recesses in bulkheads shall be watertight and as strong as the bulkhead at the place where each occurs.

(ii) Where frames or beams pass through a watertight deck or bulkhead, such deck or bulkhead shall be made structurally watertight without the use of wood or cement.

(c) Testing main compartments by filling them with water is not compulsory. When testing by filling with water is not carried out, a hose test is compulsory; this test shall be carried out in the most advanced stage of the fitting out of the ship. In any case, a thorough inspection of the watertight bulkheads shall be carried out.

(d) The forepeak, double bottoms (including duct keels) and inner skins shall be tested with water to a head corresponding to the requirements of paragraph (a) of this Regulation.

(e) Tanks which are intended to hold liquids, and which form part of the subdivision of the ship, shall be tested for tightness with water to a head up to the deepest subdivision load line or to a head corresponding to two-thirds of the depth from the top of keel to the margin line in way of the tanks, whichever is the greater; provided that in no case shall the test head be less than 0.92 metres (3 feet) above the top of the tank.

(f) The tests referred to in paragraphs (d) and (e) of this Regulation are for the purpose of ensuring that the subdivision structural arrangements are watertight and are not to be regarded as a test of the fitness of any compartment for the storage of oil fuel or for other special purposes for which a test of a superior character may be required depending on the height to which the liquid has access in the tank or its connexions.

Regulation 13

Openings in Watertight Bulkheads

(a) The number of openings in watertight bulkheads shall be reduced to the minimum compatible with the design and proper working of the ship; satisfactory means shall be provided for closing these openings.

(b) (i) Where pipes, scuppers, electric cables, etc. are carried through watertight subdivision bulkheads, arrangements shall be made to ensure the integrity of the watertightness of the bulkheads.

(ii) Valves and cocks not forming part of a piping system shall not be permitted in watertight subdivision bulkheads.

(iii) Lead or other heat sensitive materials shall not be used in systems which penetrate watertight subdivision bulkheads, where deterioration of such systems in the event of fire would impair the watertight integrity of the bulkheads.

(c) (i) No doors, manholes, or access openings are permitted:

(1) in the collision bulkhead below the margin line;

(2) in watertight transverse bulkheads dividing a cargo space from an adjoining cargo space or from a permanent or reserve bunker, except as provided in paragraph (l) of this Regulation.

(ii) Except as provided in sub-paragraph (iii) of this paragraph, the collision bulkhead may be pierced below the margin line by not more than one pipe for dealing with fluid in the forepeak tank, provided that the pipe is fitted with a screwdown valve capable of being operated from above the bulkhead deck, the valve chest being secured inside the forepeak to the collision bulkhead.

(iii) If the forepeak is divided to hold two different kinds of liquids the Administration may allow the collision bulkhead to be pierced below the margin line by two pipes, each of which is fitted as required by sub-paragraph (ii) of this paragraph, provided the Administration is satisfied that there is no practical alternative to the fitting of such a second pipe and that, having regard to the additional subdivision provided in the forepeak, the safety of the ship is maintained.

(d) (i) Watertight doors fitted in bulkheads between permanent and reserve bunkers shall be always accessible, except as provided in sub-paragraph (ii) of paragraph (k) of this Regulation for between deck bunker doors.

(ii) Satisfactory arrangements shall be made by means of screens or otherwise to prevent the coal from interfering with the closing of watertight bunker doors.

(e) Within spaces containing the main and auxiliary propelling machinery including boilers serving the needs of propulsion and all permanent bunkers, not more than one door apart from the doors to bunkers and shaft tunnels may be fitted in each main transverse bulkhead. Where two or more shafts are fitted the tunnels shall be connected by an inter-communicating passage. There shall be only one door between the machinery space and the tunnel spaces where two shafts are fitted and only two doors where there are more than two shafts. All these doors shall be of the sliding type and shall be located so as to have their sills as high as practicable. The hand gear for operating these doors from above the bulkhead deck shall be situated outside the spaces containing the machinery if this is consistent with a satisfactory arrangement of the necessary gearing.

(f) (i) Watertight doors shall be sliding doors or hinged doors or doors of an equivalent type. Plate doors secured only by bolts and doors required to be closed by dropping or by the action of a dropping weight are not permitted.

(ii) Sliding doors may be either:
hand-operated only, or
power-operated as well as hand-operated.

(iii) Authorized watertight doors may therefore be divided into three Classes:

Class 1 – hinged doors;

Class 2 – hand-operated sliding doors;

Class 3 – sliding doors which are power-operated as well as hand-operated.

(iv) The means of operation of any watertight door whether power-operated or not shall be capable of closing the door with the ship listed to 15 degrees either way.

(v) In all classes of watertight doors indicators shall be fitted which show, at all operating stations from which the doors are not visible, whether the doors are open or closed. If any of the watertight doors, of whatever Class, is not fitted so as to enable it to be closed from a central control station, it shall be provided with a mechanical, electrical, telephonic, or any other suitable direct means of communication, enabling the officer of the watch promptly to contact the person who is responsible for closing the door in question, under previous orders.

(g) Hinged doors (Class 1) shall be fitted with quick action closing devices, such as catches, workable from each side of the bulkhead.

(h) Hand-operated sliding doors (Class 2) may have a horizontal or vertical motion. It shall be possible to operate the mechanism at the door itself from either side, and in addition, from an accessible position above the bulkhead deck, with an all round crank motion, or some other movement providing the same guarantee of safety and of an approved type. Departures from the requirement of operation on both sides may be allowed, if this requirement is impossible owing to the layout of the spaces. When operating a hand gear the time necessary for the complete closure of the door with the vessel upright, shall not exceed 90 seconds.

(i) (i) Power-operated sliding doors (Class 3) may have a vertical or horizontal motion. If a door is required to be power-operated from a central control, the gearing shall be so arranged that the door can be operated by power also at the door itself from both sides. The arrangement shall be such that the door will close automatically if opened by local control after being closed from the central control, and also such that any door can be kept closed by local systems which will prevent the door from being opened from the upper control. Local control handles in connexion with the power gear shall be provided each side of the bulkhead and shall be so arranged as to enable persons passing through the doorway to hold both handles in the open position without being able to set the closing mechanism in operation accidentally. Power-operated sliding doors shall be provided with hand gear workable at the door itself on either side and from an accessible position above the bulkhead deck, with an all round crank motion or some other movement providing the same guarantee of safety and of an approved type. Provision shall be made to give warnings by sound signal that the door has begun to close and will continue to move until it is completely closed. The door shall take a sufficient time to close to ensure safety.

(ii) There shall be at least two independent power sources capable of opening and closing all the doors under control, each of them capable of operating all the doors simultaneously. The two power sources shall be controlled from the central station on the bridge provided with all the necessary indicators for checking that each of the two power sources is capable of giving the required service satisfactorily.

(iii) In the case of hydraulic operation, each power source shall consist of a pump capable of closing all doors in not more than 60 seconds. In addition, there shall be for the whole installation hydraulic accumulators of sufficient capacity to operate all the doors at least three times, i.e., closed–open–closed. The fluid used shall be one which does not freeze at any of the temperatures liable to be encountered by the ship during its service.

(j) (i) Hinged watertight doors (Class 1) in passenger, crew and working spaces are only permitted above a deck the underside of which, at its lowest point at side, is at least 2.13 metres (7 feet) above the deepest subdivision load line.

(ii) Watertight doors, the sills of which are above the deepest load line and below the line specified in the preceding sub-paragraph shall be sliding doors and may be hand-operated (Class 2), except in vessels engaged on short international voyages and required to have a factor of subdivision of .50 or less in which all such doors shall be power-operated. When trunkways in connexion with refrigerated cargo and ventilation or forced draught ducts are carried through more than one main watertight subdivision bulkhead, the doors at such openings shall be operated by power.

(k) (i) Watertight doors which may sometimes be opened at sea, and the sills of which are below the deepest subdivision load line shall be sliding doors. The following rules shall apply:

(1) when the number of such doors (excluding doors at entrances to shaft tunnels) exceeds five, all of these doors and those at the entrance to shaft tunnels or ventilation or forced draught ducts, shall be power-operated (Class 3) and shall be capable of being simultaneously closed from a central station situated on the bridge;

(2) when the number of such doors (excluding doors at entrances to shaft tunnels) is greater than one, but does not exceed five,

(a) where the ship has no passenger spaces below the bulkhead deck, all the above-mentioned doors may be hand-operated (Class 2);

(b) where the ship has passenger spaces below the bulkhead deck all the above-mentioned doors shall be power-operated (Class 3) and shall be capable of being simultaneously closed from a central station situated on the bridge;

(3) in any ship where there are only two such watertight doors and they are into or within the space containing machinery, the Administration may allow these two doors to be hand-operated only (Class 2).

(ii) If sliding watertight doors which have sometimes to be open at sea for the purpose of trimming coal are fitted between bunkers in the between decks below the bulkhead deck, these doors shall be operated by power. The opening and closing of these doors shall be recorded in such log book as may be prescribed by the Administration.

(l) (i) If the Administration is satisfied that such doors are essential, watertight doors of satisfactory construction may be fitted in watertight bulkheads dividing cargo between deck spaces. Such doors may be hinged, rolling or sliding doors but shall not be remotely controlled. They shall be fitted at the highest level and as far from the shell plating as practicable, but in no case shall the outboard vertical edges be situated at a distance from the shell plating which is less than one-fifth of the breadth of the ship, as defined in Regulation 2 of this Chapter, such distance being measured at right angles to the centre line of the ship at the level of the deepest subdivision load line.

(ii) Such doors shall be closed before the voyage commences and shall be kept closed during navigation; and the time of opening such doors in port and of closing them before the ship leaves port shall be entered in the log book. Should any of the doors be accessible during the voyage, they shall be fitted with a device which prevents unauthorized opening. When it is proposed to fit such doors, the number and arrangements shall receive the special consideration of the Administration.

(m) Portable plates on bulkheads shall not be permitted except in machinery spaces. Such plates shall always be in place before the ship leaves port, and shall not be removed during navigation except in case of urgent necessity. The necessary precautions shall be taken in replacing them to ensure that the joints shall be watertight.

(n) All watertight doors shall be kept closed during navigation except when necessarily opened for the working of the ship, and shall always be ready to be immediately closed.

(o) (i) Where trunkways or tunnels for access from crew accommodation to the stokehold, for piping, or for any other purpose are carried through main transverse watertight bulkheads, they shall be watertight and in accordance with the requirements of Regulation 16 of this Chapter. The access to at least one end of each such tunnel or trunkway, if used as a passage at sea, shall be through a trunk extending watertight to a height sufficient to permit access above the margin line. The access to the other end of the trunkway or tunnel may be through a watertight door of the type required by its location in the ship. Such trunkways or tunnels shall not extend through the first subdivision bulkhead abaft the collision bulkhead.

(ii) Where it is proposed to fit tunnels or trunkways for forced draught, piercing main transverse watertight bulkheads, these shall receive the special consideration of the Administration.

Regulation 14

Openings in the Shell Plating below the Margin Line

(a) The number of openings in the shell plating shall be reduced to the minimum compatible with the design and proper working of the ship.

(b) The arrangement and efficiency of the means for closing any opening in the shell plating shall be consistent with its intended purpose and the position in which it is fitted and generally to the satisfaction of the Administration.

(c) (i) If in a between decks, the sills of any sidescuttles are below a line drawn parallel to the bulkhead deck at side and having its lowest point 2½ per cent of the breadth of the ship above the deepest subdivision load line, all sidescuttles in that between deck shall be of the non-opening type.

(ii) All sidescuttles the sills of which are below the margin line, other than those required to be of a non-opening type by sub-paragraph (i) of this paragraph, shall be of such construction as will effectively prevent any person opening them without the consent of the master of the ship.

(iii) (1) Where in a between decks, the sills of any of the sidescuttles referred to in sub-paragraph (ii) of this paragraph are below a line drawn parallel to the bulkhead deck at side and having its lowest point 1.37 metres (4½ feet) plus 2½ per cent of the breadth of the ship above the water when the ship departs from any port, all the sidescuttles in that between decks shall be closed watertight and locked before the ship leaves port, and they shall not be opened before the ship arrives at the next port. In the application of this sub-paragraph the appropriate allowance for fresh water may be made when applicable.

(2) The time of opening such sidescuttles in port and of closing and locking them before the ship leaves port shall be entered in such log book as may be prescribed by the Administration.

(3) For any ship that has one or more sidescuttles so placed that the requirements of clause (1) of this sub-paragraph would apply when she was floating at her deepest subdivision load line, the Administration may indicate the limiting mean draught at which these sidescuttles will have their sills above the line drawn parallel to the bulkhead deck at side, and having its lowest point 1.37 metres (4½ feet) plus 2½ per cent of the breadth of the ship above the water-line corresponding to the limiting mean draught, and at which it will therefore be permissible to depart from port without previously closing and locking them and to open them at sea on the responsibility of the master during the voyage to the next port. In tropical zones as defined in the International Convention respecting Load Lines in force, this limiting draught may be increased by 0.305 metres (1 foot).

(d) Efficient hinged inside deadlights arranged so that they can be easily and effectively closed and secured watertight shall be fitted to all sidescuttles except that abaft one-eighth of the ship's length from the forward perpendicular and above a line drawn parallel to the bulkhead deck at side and having its lowest point at a height of 3.66 metres (12 feet) plus 2½ per cent of the breadth of the ship above the deepest subdivision load line, the deadlights may be portable in passenger accommodation other than that for steerage passengers, unless the deadlights are required by the International Convention respecting Load Lines in force to be permanently attached in their proper positions. Such portable deadlights shall be stowed adjacent to the sidescuttles they serve.

(e) Sidescuttles and their deadlights, which will not be accessible during navigation, shall be closed and secured before the ship leaves port.

(f) (i) No sidescuttles shall be fitted in any spaces which are appropriated exclusively to the carriage of cargo or coal.

(ii) Sidescuttles may, however, be fitted in spaces appropriated alternatively to the carriage of cargo or passengers, but they shall be of such construction as will effectively prevent any person opening them or their deadlights without the consent of the master of the ship.

(iii) If cargo is carried in such spaces, the sidescuttles and their deadlights shall be closed watertight and locked before the cargo is shipped and such closing and locking shall be recorded in such log book as may be prescribed by the Administration.

(g) Automatic ventilating sidescuttles shall not be fitted in the shell plating below the margin line without the special sanction of the Administration.

(h) The number of scuppers, sanitary discharges and other similar openings in the shell plating shall be reduced to the minimum either by making each discharge serve for as many as possible of the sanitary and other pipes, or in any other satisfactory manner.

(i) (i) All inlets and discharges in the shell plating shall be fitted with efficient and accessible arrangements for preventing the accidental admission of water into the ship. Lead or other heat sensitive materials shall not be used for pipes fitted outboard of shell valves in inlets or discharges, or any other application where the deterioration of such pipes in the event of fire would give rise to danger of flooding.

(ii) (1) Except as provided in sub-paragraph (iii) of this paragraph, each separate discharge led through the shell plating from spaces below the margin line shall be provided either with one automatic non-return valve fitted with a positive means of closing it from above the bulkhead deck, or, alternatively, with two automatic non-return valves without such means, the upper of which is so situated above the deepest subdivision load line as to be always accessible for examination under service conditions, and is of a type which is normally closed.

(2) Where a valve with positive means of closing is fitted, the operating position above the bulkhead deck shall always be readily accessible, and means shall be provided for indicating whether the valve is open or closed.

(iii) Main and auxiliary sea inlets and discharges in connexion with machinery shall be fitted with readily accessible cocks or valves between the pipes and shell plating or between the pipes and fabricated boxes attached to the shell plating.

(j) (i) Gangway, cargo and coaling ports fitted below the margin line shall be of sufficient strength. They shall be effectively closed and secured watertight before the ship leaves port, and shall be kept closed during navigation.

(ii) Such ports shall be in no case fitted so as to have their lowest point below the deepest subdivision load line.

(k) (i) The inboard opening of each ash-shoot, rubbish-shoot, etc. shall be fitted with an efficient cover.

(ii) If the inboard opening is situated below the margin line, the cover shall be watertight, and in addition an automatic non-return valve shall be fitted in the shoot in an easily accessible position above the deepest subdivision load line. When the shoot is not in use both the cover and the valve shall be kept closed and secured.

Regulation 15

Construction and Initial Tests of Watertight Doors, Sidescuttles, etc.

(a) (i) The design, materials and construction of all watertight doors, sidescuttles, gangway, cargo and coaling ports, valves, pipes, ash-shoots and rubbish-shoots referred to in these Regulations shall be to the satisfaction of the Administration.

(ii) The frames of vertical watertight doors shall have no groove at the bottom in which dirt might lodge and prevent the door closing properly.

(iii) All cocks and valves for sea inlets and discharges below the bulkhead deck and all fittings outboard of such cocks and valves shall be made of steel, bronze or other approved ductile material. Ordinary cast iron or similar materials shall not be used.

(b) Each watertight door shall be tested by water pressure to a head up to the bulkhead deck. The test shall be made before the ship is put in service, either before or after the door is fitted.

Regulation 16

Construction and Initial Tests of Watertight Decks, Trunks, etc.

(a) Watertight decks, trunks, tunnels, duct keels and ventilators shall be of the same strength as watertight bulkheads at corresponding levels. The means used for making them watertight, and the arrangements adopted for closing openings in them, shall be to the satisfaction of the Administration. Watertight ventilators and trunks shall be carried at least up to the bulkhead deck.

(b) After completion, a hose or flooding test shall be applied to watertight decks and a hose test to watertight trunks, tunnels and ventilators.

Regulation 17

Watertight Integrity above the Margin Line

(a) The Administration may require that all reasonable and practicable measures shall be taken to limit the entry and spread of water above the bulkhead deck. Such measures may include partial bulkheads or webs. When partial watertight bulkheads and webs are fitted on the bulkhead deck, above or in the

immediate vicinity of main subdivision bulkheads, they shall have watertight shell and bulkhead deck connexions so as to restrict the flow of water along the deck when the ship is in a heeled damaged condition. Where the partial watertight bulkhead does not line up with the bulkhead below, the bulkhead deck between shall be made effectively watertight.

(b) The bulkhead deck or a deck above it shall be weathertight in the sense that in ordinary sea conditions water will not penetrate in a downward direction. All openings in the exposed weather deck shall have coamings of ample height and strength and shall be provided with efficient means for expeditiously closing them weathertight. Freeing ports, open rails and/or scuppers shall be fitted as necessary for rapidly clearing the weather deck of water under all weather conditions.

(c) Sidescuttles, gangway, cargo and coaling ports and other means for closing openings in the shell plating above the margin line shall be of efficient design and construction and of sufficient strength having regard to the spaces in which they are fitted and their positions relative to the deepest subdivision load line.

(d) Efficient inside deadlights, arranged so that they can be easily and effectively closed and secured watertight, shall be provided for all sidescuttles to spaces below the first deck above the bulkhead deck.

Regulation 18

Bilge Pumping Arrangements in Passenger Ships

(a) Ships shall be provided with an efficient bilge pumping plant capable of pumping from and draining any watertight compartment which is neither a permanent oil compartment nor a permanent water compartment under all practicable conditions after a casualty whether the ship is upright or listed. For this purpose wing suctions will generally be necessary except in narrow compartments at the ends of the ship, where one suction may be sufficient. In compartments of unusual form, additional suctions may be required. Arrangements shall be made whereby water in the compartment may find its way to the suction pipes. Where in relation to particular compartments the Administration is satisfied that the provision of drainage may be undesirable, it may allow such provision to be dispensed with if calculations made in accordance with the conditions laid down in paragraph (b) of Regulation 7 of this Chapter show that the safety of the ship will not be impaired. Efficient means shall be provided for draining water from insulated holds.

(b) (i) Ships shall have at least three power pumps connected to the bilge main, one of which may be attached to the propelling unit. Where the criterion numeral is 30 or more, one additional independent power pump shall be provided.

(ii) The requirements are summarized in the following table:

Criterion numeral	Less than 30	30 and over
Main engine pump (may be replaced by one independent pump)	1	1
Independent pumps	2	3

(iii) Sanitary, ballast and general service pumps may be accepted as independent power bilge pumps if fitted with the necessary connexions to the bilge pumping system.

(c) Where practicable, the power bilge pumps shall be placed in separate watertight compartments so arranged or situated that these compartments will not readily be flooded by the same damage. If the engines and boilers are in two or more watertight compartments, the pumps available for bilge service shall be distributed throughout these compartments as far as is possible.

(d) On ships 91.5 metres (300 feet) or more in length or having a criterion numeral of 30 or more, the arrangements shall be such that at least one power pump shall be available for use in all ordinary circumstances in which a ship may be flooded at sea. This requirement will be satisfied if:

(i) one of the required pumps is an emergency pump of a reliable submersible type having a source of power situated above the bulkhead deck; or

(ii) the pumps and their sources of power are so disposed throughout the length of the ship that under any condition of flooding which the ship is required to withstand, at least one pump in an undamaged compartment will be available.

(e) With the exception of additional pumps which may be provided for peak compartments only, each required bilge pump shall be arranged to draw water from any space required to be drained by paragraph (a) of this Regulation.

(f) (i) Each power bilge pump shall be capable of giving a speed of water through the required main bilge pipe of not less than 122 metres (400 feet) per minute. Independent power bilge pumps situated in machinery spaces shall have direct suctions from these spaces, except that not more than two such suctions shall be required in any one space. Where two or more such suctions are provided there shall be at least one on the port side and one on the starboard side. The Administration may require independent power bilge pumps situated in other spaces to have separate direct suctions. Direct suctions shall be suitably arranged and those in a machinery space shall be of a diameter not less than that required for the bilge main.

(ii) In coal-burning ships there shall be provided in the stokehold, in addition to the other suctions required by this Regulation, a flexible suction hose of suitable diameter and sufficient length, capable of being connected to the suction side of an independent power pump.

(g) (i) In addition to the direct bilge suction or suctions required by paragraph (f) of this Regulation there shall be in the machinery space a direct suction from the main circulating pump leading to the drainage level of the machinery space and fitted with a non-return valve. The diameter of this direct suction pipe shall be at least two-thirds of the diameter of the pump inlet in the case of steamships, and of the same diameter as the pump inlet in the case of motorships.

(ii) Where in the opinion of the Administration the main circulating pump is not suitable for this purpose, a direct emergency bilge suction shall be led from the largest available independent power

driven pump to the drainage level of the machinery space; the suction shall be of the same diameter as the main inlet of the pump used. The capacity of the pump so connected shall exceed that of a required bilge pump by an amount satisfactory to the Administration.

(iii) The spindles of the sea inlet and direct suction valves shall extend well above the engine room platform.

(iv) Where the fuel is, or may be, coal and there is no watertight bulkhead between the engines and the boilers, a direct discharge overboard or alternatively a by-pass to the circulating pump discharge, shall be fitted from any circulating pump used in compliance with sub-paragraph (i) of this paragraph.

(h) (i) All pipes from the pumps which are required for draining cargo or machinery spaces shall be entirely distinct from pipes which may be used for filling or emptying spaces where water or oil is carried.

(ii) All bilge pipes used in or under coal bunkers or fuel storage tanks or in boiler or machinery spaces, including spaces in which oil-settling tanks or oil fuel pumping units are situated, shall be of steel or other approved material.

(i) The diameter of the bilge main shall be calculated according to the following formulae provided that the actual internal diameter of the bilge main may be of the nearest standard size acceptable to the Administration:

$$d = 1.68\sqrt{L(B + D)} + 25$$

where: d = internal diameter of the bilge main in millimetres,
L and B are the length and the breadth of the ship in metres, as defined in Regulation 2 of this Chapter, and
D = moulded depth of the ship to bulkhead deck in metres;

or

$$d = \sqrt{\frac{L(B + D)}{2,500}} + 1$$

where: d = internal diameter of the bilge main in inches,
L and B are the length and the breadth of the ship in feet, as defined in Regulation 2 of this Chapter, and
D = moulded depth of the ship to bulkhead deck in feet.

The diameter of the bilge branch pipes shall be determined by rules to be made by the Administration.

(j) The arrangement of the bilge and ballast pumping system shall be such as to prevent the possibility of water passing from the sea and from water ballast spaces into the cargo and machinery spaces, or from one compartment to another. Special provision shall be made to prevent any deep tank having bilge and ballast connexions being inadvertently run up from the sea when containing cargo, or pumped out through a bilge pipe when containing water ballast.

(k) Provision shall be made to prevent the compartment served by any bilge suction pipe being flooded in the event of the pipe being severed, or otherwise damaged by collision or grounding in any other compartment. For this purpose, where the pipe is at any part situated nearer the side of the ship than one-fifth the breadth of the ship (measured at right angles to the centre line at the level of the deepest subdivision load line), or in a duct keel, a non-return valve shall be fitted to the pipe in the compartment containing the open end.

(l) All the distribution boxes, cocks and valves in connexion with the bilge pumping arrangements shall be in positions which are accessible at all times under ordinary circumstances. They shall be so arranged that, in the event of flooding, one of the bilge pumps may be operative on any compartment; in addition, damage to a pump or its pipe connecting to the bilge main outboard of a line drawn at one-fifth of the breadth of the ship shall not put the bilge system out of action. If there is only one system of pipes common to all the pumps, the necessary cocks or valves for controlling the bilge suctions must be capable of being operated from above the bulkhead deck. Where in addition to the main bilge pumping system an emergency bilge pumping system is provided, it shall be independent of the main system and so arranged that a pump is capable of operating on any compartment under flooding conditions; in that case only the cocks and valves necessary for the operation of the emergency system need be capable of being operated from above the bulkhead deck.

(m) All cocks and valves mentioned in paragraph (l) of this Regulation which can be operated from above the bulkhead deck shall have their controls at their place of operation clearly marked and provided with means to indicate whether they are open or closed.

Regulation 19

*Stability Information for Passenger Ships and Cargo Ships**

(a) Every passenger ship and cargo ship shall be inclined upon its completion and the elements of its stability determined. The master shall be supplied with such reliable information as is necessary to enable him by rapid and simple processes to obtain accurate guidance as to the stability of the ship under varying conditions of service, and a copy shall be furnished to the Administration.

(b) Where any alterations are made to a ship so as to materially affect the stability information supplied to the master, amended stability information shall be provided. If necessary the ship shall be re-inclined.

(c) The Administration may allow the inclining test of an individual ship to be dispensed with provided basic stability data are available from the inclining test of a sister ship and it is shown to the satisfaction of the Administration that reliable stability information for the exempted ship can be obtained from such basic data.

(d) The Administration may also allow the inclining test of an individual ship or class of ships, especially designed for the carriage of liquids or ore in bulk, to be dispensed with when reference to existing data for similar ships clearly indicates that due to the ship's proportions and arrangements more than sufficient metacentric height will be available in all probable loading conditions.

* Reference is made to the Recommendation on Intact Stability for Passenger and Cargo Ships under 100 metres in length, adopted by the Organization by Resolution A.167 (ES.IV) and Amendments to this Recommendation, adopted by the Organization by Resolution A.206(VII).

Regulation 20

Damage Control Plans

There shall be permanently exhibited, for the guidance of the officer in charge of the ship, plans showing clearly for each deck and hold the boundaries of the watertight compartments, the openings therein with the means of closure and position of any controls thereof, and the arrangements for the correction of any list due to flooding. In addition, booklets containing the aforementioned information shall be made available to the officers of the ship.

Regulation 21

Marking, Periodical Operation and Inspection of Watertight Doors, etc.

(a) This Regulation applies to new and existing ships.

(b) Drills for the operating of watertight doors, sidescuttles, valves and closing mechanisms of scuppers, ash-shoots and rubbish-shoots shall take place weekly. In ships in which the voyage exceeds one week in duration a complete drill shall be held before leaving port, and others thereafter at least once a week during the voyage. In all ships all watertight power doors and hinged doors, in main transverse bulkheads, in use at sea, shall be operated daily.

(c) (i) The watertight doors and all mechanisms and indicators connected therewith, all valves the closing of which is necessary to make a compartment watertight, and all valves the operation of which is necessary for damage control cross connexions shall be periodically inspected at sea at least once a week.

(ii) Such valves, doors and mechanisms shall be suitably marked to ensure that they may be properly used to provide maximum safety.

Regulation 22

Entries in Log

(a) This Regulation applies to new and existing ships.

(b) Hinged doors, portable plates, sidescuttles, gangway, cargo and coaling ports and other openings, which are required by these Regulations to be kept closed during navigation, shall be closed before the ship leaves port. The time of closing and the time of opening (if permissible under these Regulations) shall be recorded in such log book as may be prescribed by the Administration.

(c) A record of all drills and inspections required by Regulation 21 of this Chapter shall be entered in the log book with an explicit record of any defects which may be disclosed.

PART C – MACHINERY AND ELECTRICAL INSTALLATIONS*

(Part C applies to passenger ships and cargo ships)

Regulation 23

General

(a) Electrical installations in passenger ships shall be such that:

(i) services essential for safety will be maintained under various emergency conditions; and

(ii) the safety of passengers, crew and ship from electrical hazards will be assured.

(b) Cargo ships shall comply with Regulations 26, 27, 28, 29, 30 and 32 of this Chapter.

Regulation 24

Main Source of Electrical Power in Passenger Ships

(a) Every passenger ship, the electrical power of which constitutes the only means of maintaining the auxiliary services indispensable for the propulsion and the safety of the ship, shall be provided with at least two main generating sets. The power of these sets shall be such that it shall still be possible to ensure the functioning of the services referred to in sub-paragraph (a)(i) of Regulation 23 of this Chapter in the event of any one of these generating sets being stopped.

(b) In a passenger ship where there is only one main generating station, the main switchboard shall be located in the same main fire zone. Where there is more than one main generating station, it is permissible to have only one main switchboard.

Regulation 25

Emergency Source of Electrical Power in Passenger Ships

(a) There shall be above the bulkhead deck and outside the machinery casings a self-contained emergency source of electrical power. Its location in relation to the main source or sources of electrical power shall be such as to ensure to the satisfaction of the Administration that a fire or other casualty to the machinery space as defined in paragraph (h) of Regulation 2 of this Chapter will not interfere with the supply or distribution of emergency power. It shall not be forward of the collision bulkhead.

(b) The power available shall be sufficient to supply all those services that are, in the opinion of the Administration, necessary for the safety of the passengers

* Reference is made to the Recommendation on Safety Measures for Periodically Unattended Machinery Spaces of Cargo Ships additional to those normally considered necessary for an Attended Machinery Space, adopted by the Organization by Resolution A.211(VII).

and the crew in an emergency, due regard being paid to such services as may have to be operated simultaneously. Special consideration shall be given to emergency lighting at every boat station on deck and oversides, in all alleyways, stairways and exits, in the machinery spaces and in the control stations as defined in paragraph (r) of Regulation 3 of Chapter II-2, to the sprinkler pump, to navigation lights, and to the daylight signalling lamp if operated from the main source of power. The power shall be adequate for a period of 36 hours, except that, in the case of ships engaged regularly on voyages of short duration, the Administration may accept a lesser supply if satisfied that the same standard of safety would be attained.

(c) The emergency source of power may be either:

(i) a generator driven by a suitable prime-mover with an independent fuel supply and with approved starting arrangements; the fuel used shall have a flashpoint of not less than 43°C (110°F); or

(ii) an accumulator (storage) battery capable of carrying the emergency load without recharging or excessive voltage drop.

(d) (i) Where the emergency source of power is a generator there shall be provided a temporary source of emergency power consisting of an accumulator battery of sufficient capacity:

(1) to supply emergency lighting continuously for half an hour;

(2) to close the watertight doors (if electrically operated) but not necessarily to close them all simultaneously;

(3) to operate the indicators (if electrically operated) which show whether power-operated watertight doors are open or closed; and

(4) to operate the sound signals (if electrically operated) which give warning that power-operated watertight doors are about to close.

The arrangements shall be such that the temporary source of emergency power will come into operation automatically in the event of failure of the main electrical supply.

(ii) Where the emergency source of power is an accumulator battery, arrangements shall be made to ensure that emergency lighting will automatically come into operation in the event of failure of the main lighting supply.

(e) An indicator shall be mounted in the machinery space, preferably on the main switchboard, to indicate when any accumulator battery fitted in accordance with this Regulation is being discharged.

(f) (i) The emergency switchboard shall be installed as near as is practicable to the emergency source of power.

(ii) Where the emergency source of power is a generator, the emergency switchboard shall be located in the same space as the emergency source of power, unless the operation of the emergency switchboard would thereby be impaired.

(iii) No accumulator battery fitted in accordance with this Regulation shall be installed in the same space as the emergency switchboard.

(iv) The Administration may permit the emergency switchboard to be supplied from the main switchboard in normal operation.

(g) Arrangements shall be such that the complete emergency installation will function when the ship is inclined 22½ degrees and/or when the trim of the ship is 10 degrees.

(h) Provision shall be made for the periodic testing of the emergency source of power and the temporary source of power, if provided, which shall include the testing of automatic arrangements.

Regulation 26

Emergency Source of Electrical Power in Cargo Ships

(a) *Cargo ships of 5,000 Tons Gross Tonnage and upwards*

(i) In cargo ships of 5,000 tons gross tonnage and upwards there shall be a self-contained emergency source of power, located to the satisfaction of the Administration above the uppermost continuous deck and outside the machinery casings, to ensure its functioning in the event of fire or other casualty causing failure to the main electrical installation.

(ii) The power available shall be sufficient to supply all those services which are, in the opinion of the Administration, necessary for the safety of all on board in an emergency, due regard being paid to such services as may have to be operated simultaneously. Special consideration shall be given to:

(1) emergency lighting at every boat station on deck and oversides, in all alleyways, stairways and exits, in the main machinery space and main generating set space, on the navigating bridge and in the chartroom;

(2) the general alarm; and

(3) navigation lights if solely electric, and the daylight signalling lamp if operated by the main source of electrical power.

The power shall be adequate for a period of 6 hours.

(iii) The emergency source of power may be either:

(1) an accumulator (storage) battery capable of carrying the emergency load without recharging or excessive voltage drop; or

(2) a generator driven by a suitable prime-mover with an independent fuel supply and with starting arrangements to the satisfaction of the Administration. The fuel used shall have a flashpoint of not less than 43°C (110°F).

(iv) Arrangements shall be such that the complete emergency installation will function when the ship is inclined 22½ degrees and/or when the trim of the ship is 10 degrees.

(v) Provision shall be made for the periodic testing of the complete emergency installation.

(b) *Cargo ships of less than 5,000 Tons Gross Tonnage*

(i) In cargo ships of less than 5,000 tons gross tonnage there shall be a self-contained emergency source of power located to the satisfaction of the Administration, and capable of supplying the illumination at launching stations and stowage positions of survival craft prescribed in sub-paragraphs (a)(ii), (b)(ii) and (b)(iii) of Regulation 19 of Chapter III, and in addition such other services as the Administration may require, due regard being paid to Regulation 38 of Chapter III.

(ii) The power available shall be adequate for a period of at least 3 hours.

(iii) These ships shall also be subject to sub-paragraphs (iii), (iv), and (v) of paragraph (a) of this Regulation.

Regulation 27

Precautions against Shock, Fire and other Hazards of Electrical Origin

(a) *Passenger Ships and Cargo Ships*

(i) (1) All exposed metal parts of electrical machines or equipment which are not intended to be "live" but are liable to become "live" under fault conditions, shall be earthed (grounded); and all electrical apparatus shall be so constructed and so installed that danger of injury in ordinary handling shall not exist.

(2) Metal frames of all portable electric lamps, tools and similar apparatus, supplied as ship's equipment and rated in excess of a safety voltage to be prescribed by the Administration shall be earthed (grounded) through a suitable conductor, unless equivalent provisions are made such as by double insulation or by an isolating transformer. The Administration may require additional special precautions for electric lamps, tools or similar apparatus for use in damp spaces.

(ii) Main and emergency switchboards shall be so arranged as to give easy access back and front, without danger to attendants. The sides and backs and, where necessary, the fronts of switchboards shall be suitably guarded. There shall be non-conducting mats or gratings front and rear where necessary. Exposed current-carrying parts at voltages to earth (ground) exceeding a voltage to be specified by the Administration shall not be installed on the face of any switchboard or control panel.

(iii) (1) Where the hull return system of distribution is used, special precautions shall be taken to the satisfaction of the Administration.

(2) Hull return shall not be used in tankers.

(iv) (1) All metal sheaths and armour of cables shall be electrically continuous and shall be earthed (grounded).

(2) Where the cables are neither sheathed nor armoured and there might be a risk of fire in the event of an electrical fault, precautions shall be required by the Administration.

(v) Lighting fittings shall be arranged to prevent temperature rises that would be injurious to the wiring, and to prevent surrounding material from becoming excessively hot.

(vi) Wiring shall be supported in such a manner as to avoid chafing or other injury.

(vii) Each separate circuit shall be protected against short circuit. Each separate circuit shall also be protected against overload, except in accordance with Regulation 30 of this Chapter or where the Administration grants an exemption. The current-carrying capacity of each circuit shall be permanently indicated, together with the rating or setting of the appropriate overload protective device.

(viii) Accumulator batteries shall be suitably housed, and compartments used primarily for their accommodation shall be properly constructed and efficiently ventilated.

(b) *Passenger Ships only*

(i) Distribution systems shall be so arranged that fire in any main fire zone will not interfere with essential services in any other main fire zone. This requirement will be met if main and emergency feeders passing through any zone are separated both vertically and horizontally as widely as is practicable.

(ii) Electric cables shall be of a flame retarding type to the satisfaction of the Administration. The Administration may require additional safeguards for electric cables in particular spaces of the ship with a view to the prevention of fire or explosion.

(iii) In spaces where inflammable mixtures are liable to collect, no electrical equipment shall be installed unless it is of a type which will not ignite the mixture concerned, such as flameproof (explosion proof) equipment.

(iv) A lighting circuit in a bunker or hold shall be provided with an isolating switch outside the space.

(v) Joints in all conductors except for low voltage communication circuits shall be made only in junction or outlet boxes. All such boxes or wiring devices shall be so constructed as to prevent the spread of fire from the box or device. Where splicing is employed it shall only be by an approved method such that it retains the original mechanical and electrical properties of the cable.

(vi) Wiring systems for interior communications essential for safety and for emergency alarm systems shall be arranged to avoid galleys, machinery spaces and other enclosed spaces having a high risk of fire except in so far as it is necessary to provide communication or to give alarm within those spaces. In the case of ships the construction and small size of which do not permit of compliance with these requirements, measures satisfactory to the Administration shall be taken to ensure efficient protection for these wiring systems where

they pass through galleys, machinery spaces and other enclosed spaces having a high risk of fire.

(c) *Cargo Ships only*

Devices liable to arc shall not be installed in any compartment assigned principally to accumulator batteries unless the devices are flameproof (explosion proof).

Regulation 28

Means of Going Astern

(a) *Passenger Ships and Cargo Ships*

Ships shall have sufficient power for going astern to secure proper control of the ship in all normal circumstances.

(b) *Passenger Ships only*

The ability of the machinery to reverse the direction of thrust of the propeller in sufficient time, under normal manoeuvring conditions, and so to bring the ship to rest from maximum ahead service speed shall be demonstrated at the initial survey.

Regulation 29

*Steering Gear**

(a) *Passenger Ships and Cargo Ships*

(i) Ships shall be provided with a main steering gear and an auxiliary steering gear to the satisfaction of the Administration.

(ii) The main steering gear shall be of adequate strength and sufficient to steer the ship at maximum service speed. The main steering gear and rudder stock shall be so designed that they are not damaged at maximum astern speed.

(iii) The auxiliary steering gear shall be of adequate strength and sufficient to steer the ship at navigable speed and capable of being brought speedily into action in an emergency.

(iv) The exact position of the rudder, if power operated, shall be indicated at the principal steering station.

(b) *Passenger Ships only*

(i) The main steering gear shall be capable of putting the rudder over from 35 degrees on one side to 35 degrees on the other side with the ship running ahead at maximum service speed. The rudder shall be capable of being put over from 35 degrees on either side to 30 degrees on the other side in 28 seconds at maximum service speed.

* Reference is made to the Recommendation on Steering Gear for Large Ships, adopted by the Organization by Resolution A.210(VII).

(ii) The auxiliary steering gear shall be operated by power in any case in which the Administration would require a rudder stock of over 228.6 millimetres (9 inches) diameter in way of the tiller.

(iii) Where main steering gear power units and their connexions are fitted in duplicate to the satisfaction of the Administration, and each power unit enables the steering gear to meet the requirements of sub-paragraph (i) of this paragraph, no auxiliary steering gear need be required.

(iv) Where the Administration would require a rudder stock with a diameter in way of the tiller exceeding 228.6 millimetres (9 inches) there shall be provided an alternative steering station located to the satisfaction of the Administration. The remote steering control systems from the principal and alternative steering stations shall be so arranged to the satisfaction of the Administration that failure of either system would not result in inability to steer the ship by means of the other system.

(v) Means satisfactory to the Administration shall be provided to enable orders to be transmitted from the bridge to the alternative steering station.

(c) *Cargo Ships only*

(i) The auxiliary steering gear shall be operated by power in any case in which the Administration would require a rudder stock of over 355.6 millimetres (14 inches) diameter in way of the tiller.

(ii) Where power-operated steering gear units and connexions are fitted in duplicate to the satisfaction of the Administration, and each unit complies with sub-paragraph (iii) of paragraph (a) of this Regulation, no auxiliary steering gear need be required, provided that the duplicate units and connexions operating together comply with sub-paragraph (ii) of paragraph (a) of this Regulation.

Regulation 30

*Electric and Electrohydraulic Steering Gear**

(a) *Passenger Ships and Cargo Ships*

Indicators for running indication of the motors of electric and electro-hydraulic steering gear shall be installed in a suitable location to the satisfaction of the Administration.

(b) *All Passenger Ships (irrespective of tonnage) and Cargo Ships of 5,000 Tons Gross Tonnage and upwards*

(i) Electric and electrohydraulic steering gear shall be served by two circuits fed from the main switchboard. One of the circuits may pass through the emergency switchboard, if provided. Each circuit shall have adequate capacity for supplying all the motors which are normally connected to it and which operate simultaneously. If

* Reference is made to the Recommendation on Steering Gear for Large Ships, adopted by the Organization by Resolution A.210(VII).

transfer arrangements are provided in the steering gear room to permit either circuit to supply any motor or combination of motors, the capacity of each circuit shall be adequate for the most severe load condition. The circuits shall be separated throughout their length as widely as is practicable.

(ii) Short circuit protection only shall be provided for these circuits and motors.

(c) *Cargo Ships of less than 5,000 Tons Gross Tonnage*

(i) Cargo ships in which electrical power is the sole source of power for both main and auxiliary steering gear shall comply with sub-paragraphs (i) and (ii) of paragraph (b) of this Regulation, except that if the auxiliary steering gear is powered by a motor primarily intended for other services, paragraph (b)(ii) may be waived, provided that the Administration is satisfied with the protection arrangements.

(ii) Short circuit protection only shall be provided for motors and power circuits of electrically or electrohydraulically operated main steering gear.

Regulation 31

Location of Emergency Installations in Passenger Ships

The emergency source of electrical power, emergency fire pumps, emergency bilge pumps, batteries of carbon dioxide bottles for fire extinguishing purposes and other emergency installations which are essential for the safety of the ship shall not be installed in a passenger ship forward of the collision bulkhead.

Regulation 32

Communication between Bridge and Engine Room

Ships shall be fitted with two means of communicating orders from the bridge to the engine room. One means shall be an engine room telegraph.

CHAPTER II-2

CONSTRUCTION - FIRE PROTECTION, FIRE DETECTION AND FIRE EXTINCTION

PART A - GENERAL*

Regulation 1

Application

(a) For the purpose of this Chapter:

(i) A new passenger ship is a passenger ship the keel of which is laid or which is at a similar stage of construction on or after the date of coming into force of the present Convention, or a cargo ship which is converted to a passenger ship on or after that date, all other passenger ships being considered as existing ships.

(ii) A new cargo ship is a cargo ship the keel of which is laid or which is at a similar stage of construction on or after the date of coming into force of the present Convention.

(iii) A ship which undergoes repairs, alterations, modifications and outfitting related thereto shall continue to comply with at least the requirements previously applicable to the ship. An existing ship in such a case shall not as a rule comply to a lesser extent with the requirements for a new ship than it did before. Repairs, alterations and modifications of a major character and outfitting related thereto should meet the requirements for a new ship in so far as the Administration deems reasonable and practicable.

(b) Unless expressly provided otherwise:

(i) Regulations 4 to 16 of Part A of this Chapter apply to new ships.

(ii) Part B of this Chapter applies to new passenger ships carrying more than 36 passengers.

(iii) Part C of this Chapter applies to new passenger ships carrying not more than 36 passengers.

(iv) Part D of this Chapter applies to new cargo ships.

(v) Part E of this Chapter applies to new tankers.

(c) (i) Part F of this Chapter applies to existing passenger ships carrying more than 36 passengers.

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* Reference is made to Recommendation on Safety Measures for Periodically Unattended Machinery Spaces of Cargo Ships additional to those normally considered necessary for an Attended Machinery Space, adopted by the Organization by Resolution A.211(VII).

(ii) Existing passenger ships carrying not more than 36 passengers and existing cargo ships shall comply with the following:

(1) for ships the keels of which were laid or which were at a similar stage of construction on or after the date of coming into force of the International Convention for the Safety of Life at Sea, 1960, the Administration shall ensure that the requirements which were applied under Chapter II of that Convention to new ships as defined in that Chapter are complied with;

(2) for ships the keels of which were laid or which were at a similar stage of construction on or after the date of coming into force of the International Convention for the Safety of Life at Sea, 1948, but before the date of coming into force of the International Convention for the Safety of Life at Sea, 1960, the Administration shall ensure that the requirements which were applied under Chapter II of the 1948 Convention to new ships as defined in that Chapter are complied with;

(3) for ships the keels of which were laid or which were at a similar stage of construction before the date of coming into force of the International Convention for the Safety of Life at Sea, 1948, the Administration shall ensure that the requirements which were applied under Chapter II of that Convention to existing ships as defined in that Chapter are complied with.

(d) For any existing ship as defined in the present Convention the Administration, in addition to applying the requirements of sub-paragraph (c)(i) of this Regulation, shall decide which of the requirements of this Chapter not contained in Chapter II of the 1948 and 1960 Conventions shall be applied.

(e) The Administration may, if it considers that the sheltered nature and conditions of the voyage are such as to render the application of any specific requirements of this Chapter unreasonable or unnecessary, exempt from those requirements individual ships or classes of ships belonging to its country which, in the course of their voyage, do not proceed more than 20 miles from the nearest land.

(f) In the case of passenger ships which are employed in special trades for the carriage of large numbers of special trade passengers, such as the pilgrim trade, the Administration, if satisfied that it is impracticable to enforce compliance with the requirements of this Chapter, may exempt such ships, when they belong to its country, from those requirements, provided that they comply fully with the provisions of:

(i) the Rules annexed to the Special Trade Passenger Ships Agreement, 1971, and

(ii) the Rules annexed to the Protocol on Space Requirements for Special Trade Passenger Ships, 1973, when it comes into force.

Regulation 2

Basic Principles

The purpose of this Chapter is to require the fullest practicable degree of fire protection, fire detection and fire extinction in ships. The following basic principles underlie the Regulations in this Chapter and are embodied in the Regulations as appropriate, having regard to the type of ships and the potential fire hazard involved:

(a) division of ship into main vertical zones by thermal and structural boundaries;

(b) separation of accommodation spaces from the remainder of the ship by thermal and structural boundaries;

(c) restricted use of combustible materials;

(d) detection of any fire in the zone of origin;

(e) containment and extinction of any fire in the space of origin;

(f) protection of means of escape or access for fire fighting;

(g) ready availability of fire-extinguishing appliances;

(h) minimization of possibility of ignition of inflammable* cargo vapour.

Regulation 3

Definitions

For the purpose of this Chapter, unless expressly provided otherwise:

(a) "Non-combustible material" means a material which neither burns nor gives off inflammable vapours in sufficient quantity for self-ignition when heated to approximately 750°C (1,382°F) this being determined to the satisfaction of the Administration by an established test procedure.† Any other material is a combustible material.

(b) "A Standard Fire Test" is one in which specimens of the relevant bulkheads or decks are exposed in a test furnace to temperatures corresponding approximately to the standard time–temperature curve. The specimen shall have an exposed surface of not less than 4.65 square metres (50 square feet) and height (or length of deck) of 2.44 metres (8 feet) resembling as closely as possible the intended construction and including where appropriate at least one joint. The standard time–temperature curve is defined by a smooth curve drawn through the following points:

at the end of the first 5 minutes	–	538°C (1,000°F)
" " " " " " 10 "	–	704°C (1,300°F)
" " " " " " 30 "	–	843°C (1,550°F)
" " " " " " 60 "	–	927°C (1,700°F)

* "Inflammable" has the same meaning as "flammable".

† Reference is made to Recommendation on Test Method for Qualifying Marine Construction Materials as Non-Combustible, adopted by the Organization by Resolution A.270(VIII).

(c) ""A" Class Divisions" are those divisions formed by bulkheads and decks which comply with the following:

(i) they shall be constructed of steel or other equivalent material;

(ii) they shall be suitably stiffened;

(iii) they shall be so constructed as to be capable of preventing the passage of smoke and flame to the end of the one-hour standard fire test;

(iv) they shall be insulated with approved non-combustible materials such that the average temperature of the unexposed side will not rise more than 139°C (250°F) above the original temperature, nor will the temperature, at any one point, including any joint, rise more than 180°C (325°F) above the original temperature, within the time listed below:

Class "A-60"	60 minutes
Class "A-30"	30 minutes
Class "A-15"	15 minutes
Class "A-0"	0 minutes

(v) the Administration may require a test of a prototype bulkhead or deck to ensure that it meets the above requirements for integrity and temperature rise.*

(d) ""B" Class Divisions" are those divisions formed by bulkheads, decks, ceilings or linings which comply with the following:

(i) they shall be so constructed as to be capable of preventing the passage of flame to the end of the first one-half hour of the standard fire test;

(ii) they shall have an insulation value such that the average temperature of the unexposed side will not rise more than 139°C (250°F) above the original temperature, nor will the temperature at any one point, including any joint, rise more than 225°C (405°F) above the original temperature, within the time listed below:

Class "B-15"	15 minutes
Class "B-0"	0 minutes

(iii) they shall be constructed of approved non-combustible materials and all materials entering into the construction and erection of "B" Class divisions shall be non-combustible, except where in accordance with Parts C and D of this Chapter the use of combustible material is not precluded, in which case it shall comply with the temperature rise limitation specified in sub-paragraph (ii) of this paragraph up to the end of the first one-half hour of the standard fire test;

(iv) the Administration may require a test of a prototype division to ensure that it meets the above requirements for integrity and temperature rise.*

(e) ""C" Class Divisions" shall be constructed of approved non-combustible materials. They need meet no requirements relative to the passage of smoke and flame nor the limiting of temperature rise.

(f) "Continuous "B" Class Ceilings or Linings" are those "B" Class ceilings or linings which terminate only at an "A" or "B" Class division.

(g) "Steel or Other Equivalent Material". Where the words "steel or other equivalent material" occur, "equivalent material" means any material which, by itself or due to insulation provided, has structural and integrity properties equivalent to steel at the end of the applicable fire exposure to the standard fire test (e.g. aluminium alloy with appropriate insulation).

(h) "Low Flame Spread" means that the surface thus described will adequately restrict the spread of flame, this being determined to the satisfaction of the Administration by an established test procedure.

(i) "Main Vertical Zones" are those sections into which the hull, superstructure, and deckhouses are divided by "A" Class divisions, the mean length of which on any one deck does not in general exceed 40 metres (131 feet).

(j) "Accommodation Spaces" are those used for public spaces, corridors, lavatories, cabins, offices, crew quarters, barber shops, isolated pantries and lockers and similar spaces.

(k) "Public Spaces" are those portions of the accommodation which are used for halls, dining rooms, lounges and similar permanently enclosed spaces.

(l) "Service Spaces" are those used for galleys, main pantries, stores (except isolated pantries and lockers), mail and specie rooms, workshops other than those forming part of machinery spaces, and similar spaces and trunks to such spaces.

(m) "Cargo Spaces" are all spaces used for cargo (including cargo oil tanks) and trunks to such spaces.

(n) "Special Category Spaces" are those enclosed spaces above or below the bulkhead deck intended for the carriage of motor vehicles with fuel in their tanks for their own propulsion, into and from which such vehicles can be driven and to which passengers have access.

(o) "Machinery Spaces of Category A" are all spaces which contain:

(i) internal combustion type machinery used either for main propulsion purposes, or for other purposes where such machinery has in the aggregate a total power output of not less than 373 kW, or

(ii) any oil-fired boiler or oil fuel unit; and trunks to such spaces.

(p) "Machinery Spaces" are all machinery spaces of Category A and all other spaces containing propelling machinery, boilers, oil fuel units, steam and internal combustion engines, generators and major electrical machinery, oil filling stations, refrigerating, stabilizing, ventilation and air conditioning machinery, and similar spaces; and trunks to such spaces.

* Reference is made to *Recommendation for Fire Test Procedures* for "A" and "B" Class Divisions, adopted by the Organization by Resolutions A.163(ES.IV) and A.215(VII).

(q) "Oil Fuel Unit" means the equipment used for the preparation of oil fuel for delivery to an oil-fired boiler, or equipment used for the preparation for delivery of heated oil to an internal combustion engine, and includes any oil pressure pumps, filters and heaters dealing with oil at a pressure more than 1.8 kilogrammes per square centimetre (25 pounds per square inch) gauge.

(r) "Control Stations" are those spaces in which the ship's radio or main navigating equipment or the emergency source of power is located or where the fire recording or fire control equipment is centralized.

(s) "Rooms containing Furniture and Furnishings of Restricted Fire Risk" are, for the purpose of Regulation 20 of this Chapter, those rooms containing furniture and furnishings of restricted fire risk (whether cabins, public spaces, offices or other types of accommodation) in which:

(i) all case furniture such as desks, wardrobes, dressing tables, bureaux, dressers, is constructed entirely of approved non-combustible materials, except that a combustible veneer not exceeding 2 millimetres ($\frac{1}{12}$ inch) may be used on the working surface of such articles;

(ii) all free-standing furniture such as chairs, sofas, tables, is constructed with frames of non-combustible materials;

(iii) all draperies, curtains and other suspended textile materials have, to the satisfaction of the Administration, qualities of resistance to the propagation of flame not inferior to those of wool weighing 0.8 kilogrammes per square metre (24 ounces per square yard);

(iv) all floor coverings have, to the satisfaction of the Administration, qualities of resistance to the propagation of flame not inferior to those of an equivalent woollen material used for the same purpose; and

(v) all exposed surfaces of bulkheads, linings and ceilings have low flame-spread characteristics.

(t) "Bulkhead deck" is the uppermost deck up to which the transverse watertight bulkheads are carried.

(u) "Deadweight" is the difference in metric tons between the displacement of a ship in water of a specific gravity of 1.025 at the load water line corresponding to the assigned summer freeboard and the lightweight of the ship.

(v) "Lightweight" is the displacement of a ship in metric tons without cargo, fuel, lubricating oil, ballast water, fresh water and feedwater in tanks, consumable stores, together with passengers, and crew and their effects.

(w) "Combination carrier" is a tanker designed to carry oil or alternatively solid cargoes in bulk.

Regulation 4

Fire Control Plans

There shall be permanently exhibited in all new and existing ships for the guidance of the ship's officers general arrangement plans showing clearly for each deck the control stations, the various fire sections enclosed by "A" Class divisions, the sections enclosed by "B" Class divisions (if any), together with particulars of the fire alarms, detecting systems, the sprinkler installation (if any), the fire-extinguishing appliances, means of access to different compartments, decks, etc. and the ventilating system including particulars of the fan control positions, the position of dampers and identification numbers of the ventilating fans serving each section. Alternatively, at the discretion of the Administration, the aforementioned details may be set out in a booklet, a copy of which shall be supplied to each officer, and one copy at all times shall be available on board in an accessible position. Plans and booklets shall be kept up to date, any alterations being recorded thereon as soon as practicable. Description in such plans and booklets shall be in the national language. If the language is neither English nor French, a translation into one of those languages shall be included. In addition, instructions concerning the maintenance and operation of all the equipment and installations on board for the fighting and containment of fire shall be kept under one cover, readily available in an accessible position.

Regulation 5

Fire Pumps, Fire Mains, Hydrants and Hoses

(a) *Total Capacity of Fire Pumps*

(i) In a passenger ship, the required fire pumps shall be capable of delivering for fire-fighting purposes a quantity of water, at the appropriate pressure prescribed below, not less than two-thirds of the quantity required to be dealt with by the bilge pumps when employed for bilge pumping.

(ii) In a cargo ship, the required fire pumps, other than the emergency pump (if any), shall be capable of delivering for fire-fighting purposes a quantity of water, at the appropriate pressure prescribed, not less than four-thirds of the quantity required under Regulation 18 of Chapter II-1 to be dealt with by each of the independent bilge pumps in a passenger ship of the same dimensions when employed on bilge pumping, provided that in no cargo ship need the total required capacity of the fire pumps exceed 180 cubic metres per hour.

(b) *Fire Pumps*

(i) The fire pumps shall be independently driven. Sanitary, ballast, bilge or general service pumps may be accepted as fire pumps, provided that they are not normally used for pumping oil and that if they are subject to occasional duty for the transfer or pumping of fuel oil, suitable change-over arrangements are fitted.

(ii) (1) In passenger ships carrying more than 36 passengers, each of the required fire pumps shall have a capacity not less than 80 per cent of the total required capacity divided by the minimum number of required fire pumps and each such pump shall in any event be capable of delivering at least the two required jets of water. These fire pumps shall be capable of supplying the fire main system under the required conditions.

Where more pumps than the minimum of required pumps are installed the capacity of such additional pumps shall be to the satisfaction of the Administration.

(2) In all other types of ships, each of the required fire pumps (other than any emergency pump required by Regulation 52 of this Chapter) shall have a capacity not less than 80 per cent of the total required capacity divided by the number of required fire pumps, and shall in any event be capable of supplying the fire main system under the required conditions.

Where more pumps than required are installed their capacity shall be to the satisfaction of the Administration.

(iii) Relief valves shall be provided in conjunction with all fire pumps if the pumps are capable of developing a pressure exceeding the design pressure of the water service pipes, hydrants and hoses. These valves shall be so placed and adjusted as to prevent excessive pressure in any part of the fire main system.

(c) *Pressure in the Fire Main*

(i) The diameter of the fire main and water service pipes shall be sufficient for the effective distribution of the maximum required discharge from two fire pumps operating simultaneously, except that in the case of cargo ships the diameter need only be sufficient for the discharge of 140 cubic metres per hour.

(ii) With the two pumps simultaneously delivering through nozzles specified in paragraph (g) of this Regulation the quantity of water specified in sub-paragraph (i) of this paragraph, through any adjacent hydrants, the following minimum pressures shall be maintained at all hydrants:

Passenger ships:	
4,000 tons gross tonnage and upwards	3.2 kilogrammes per square centimetre (45 pounds per square inch)
1,000 tons gross tonnage and upwards but under 4,000 tons gross tonnage	2.8 kilogrammes per square centimetre (40 pounds per square inch)
Under 1,000 tons gross tonnage	To the satisfaction of the Administration
Cargo ships:	
6,000 tons gross tonnage and upwards	2.8 kilogrammes per square centimetre (40 pounds per square inch)
1,000 tons gross tonnage and upwards but under 6,000 tons gross tonnage	2.6 kilogrammes per square centimetre (37 pounds per square inch)
Under 1,000 tons gross tonnage	To the satisfaction of the Administration

(d) *Number and Position of Hydrants*

The number and position of the hydrants shall be such that at least two jets of water not emanating from the same hydrant, one of which shall be from a single length of hose, may reach any part of the ship normally accessible to the passengers or crew while the ship is being navigated.

(e) *Pipes and Hydrants*

(i) Materials readily rendered ineffective by heat shall not be used for fire mains and hydrants unless adequately protected. The pipes and hydrants shall be so placed that the fire hoses may be easily coupled to them. In ships where deck cargo may be carried, the positions of the hydrants shall be such that they are always readily accessible and the pipes shall be arranged as far as practicable to avoid risk of damage by such cargo. Unless there is provided one hose and nozzle for each hydrant in the ship, there shall be complete interchangeability of hose couplings and nozzles.

(ii) A cock or valve shall be fitted to serve each fire hose so that any fire hose may be removed while the fire pumps are at work.

(f) *Fire Hoses*

Fire hoses shall be of material approved by the Administration and sufficient in length to project a jet of water to any of the spaces in which they may be required to be used. Their maximum length shall be to the satisfaction of the Administration. Each hose shall be provided with a nozzle and the necessary couplings. Hoses specified in this Chapter as "fire hoses" shall together with any necessary fittings and tools be kept ready for use in conspicuous positions near the water service hydrants or connexions. Additionally in interior locations in passenger ships carrying more than 36 passengers, fire hoses shall be connected to the hydrants at all times.

(g) *Nozzles*

(i) For the purposes of this Chapter, standard nozzle sizes shall be 12 millimetres (½ inch), 16 millimetres (⅝ inch) and 19 millimetres (¾ inch) or as near thereto as possible. Larger diameter nozzles may be permitted at the discretion of the Administration.

(ii) For accommodation and service spaces, a nozzle size greater than 12 millimetres (½ inch) need not be used.

(iii) For machinery spaces and exterior locations, the nozzle size shall be such as to obtain the maximum discharge possible from two jets at the pressure mentioned in paragraph (c) of this Regulation from the smallest pump, provided that a nozzle size greater than 19 millimetres (¾ inch) need not be used.

(iv) For machinery spaces or in similar spaces where the risk of spillage of oil exists, the nozzles shall be suitable for spraying water on oil or alternatively shall be of a dual purpose type.

(h) *International Shore Connexion*

Standard dimensions of flanges for the international shore connexion required in this Chapter to be installed in the ship shall be in accordance with the following table:

Description	Dimension
Outside diameter	178 millimetres (7 inches)
Inner diameter	64 millimetres (2½ inches)
Bolt circle diameter	132 millimetres (5¼ inches)
Slots in flange	4 holes 19 millimetres (¾ inch) in diameter equidistantly placed on a bolt circle of the above diameter, slotted to the flange periphery
Flange thickness	14.5 millimetres (9/16 inch) minimum
Bolts and nuts	4, each of 16 millimetres (⅝ inch) diameter, 50 millimetres (2 inches) in length

The connexion shall be constructed of material suitable for 10.5 kilogrammes per square centimetre (150 pounds per square inch) service. The flange shall have a flat face on one side and the other shall have permanently attached thereto a coupling that will fit the ship's hydrant and hose. The connexion shall be kept aboard the ship together with a gasket of any material suitable for 10.5 kilogrammes per square centimetre (150 pounds per square inch) service, together with four 16 millimetre (⅝ inch) bolts, 50 millimetres (2 inches) in length and eight washers.

Regulation 6

Miscellaneous Items

(a) Electric radiators, if used, shall be fixed in position and so constructed as to reduce fire risks to a minimum. No such radiators shall be fitted with an element so exposed that clothing, curtains, or other similar materials can be scorched or set on fire by heat from the element.

(b) Cellulose-nitrate based films shall not be used for cinematograph installations.

Regulation 7

Fire Extinguishers

(a) All fire extinguishers shall be of approved types and designs.

(i) The capacity of required portable fluid extinguishers shall be not more than 13.5 litres (3 gallons) and not less than 9 litres (2 gallons). Other extinguishers shall not be in excess of the equivalent portability of the 13.5 litre (3 gallons) fluid extinguisher and shall not be less than the fire-extinguishing equivalent of a 9 litre (2 gallons) fluid extinguisher.

(ii) The Administration shall determine the equivalents of fire extinguishers.

(b) Spare charges shall be provided in accordance with requirements to be specified by the Administration.

(c) Fire extinguishers containing an extinguishing medium which, in the opinion of the Administration, either by itself or under expected conditions of use gives off toxic gases in such quantities as to endanger persons shall not be permitted.

(d) A portable froth applicator unit shall consist of an inductor type of air-froth nozzle capable of being connected to the fire main by a fire hose, together with a portable tank containing at least 20 litres (4½ gallons) of froth-making liquid and one spare tank. The nozzle shall be capable of producing effective froth suitable for extinguishing an oil fire, at the rate of at least 1.5 cubic metres (53 cubic feet) per minute.

(e) Fire extinguishers shall be periodically examined and subjected to such tests as the Administration may require.

(f) One of the portable fire extinguishers intended for use in any space shall be stowed near the entrance to that space.

Regulation 8

Fixed Gas Fire-Extinguishing Systems

(a) The use of a fire-extinguishing medium which, in the opinion of the Administration, either by itself or under expected conditions of use gives off toxic gases in such quantities as to endanger persons shall not be permitted.

(b) Where provision is made for the injection of gas for fire-extinguishing purposes, the necessary pipes for conveying the gas shall be provided with control valves or cocks so marked as to indicate clearly the compartments to which the pipes are led. Suitable provision shall be made to prevent inadvertent admission of the gas to any compartment. Where cargo spaces fitted with such a system for fire protection are used as passenger spaces the gas connexion shall be blanked during such use.

(c) The piping shall be arranged so as to provide effective distribution of fire-extinguishing gas.

(d) (i) When carbon dioxide is used as the extinguishing medium in cargo spaces, the quantity of gas available shall be sufficient to give a minimum volume of free gas equal to 30 per cent of the gross volume of the largest cargo compartment in the ship which is capable of being sealed.

(ii) When carbon dioxide is used as an extinguishing medium for machinery spaces of Category A the quantity of gas carried shall be sufficient to give a minimum quantity of free gas equal to the larger of the following quantities, either:

(1) 40 per cent of the gross volume of the largest space, the volume to include the casing up to the level at which the horizontal area of the casing is 40 per cent or less of the horizontal area

of the space concerned taken midway between the tank top and the lowest part of the casing; or

(2) 35 per cent of the entire volume of the largest space including the casing;

provided that the above-mentioned percentages may be reduced to 35 per cent and 30 per cent respectively for cargo ships of less than 2,000 tons gross tonnage; provided also that if two or more machinery spaces of Category A are not entirely separate they shall be considered as forming one compartment.

(iii) Where the volume of free air contained in air receivers in any machinery space of Category A is such that, if released in such space in the event of fire, such release of air within that space would seriously affect the efficiency of the fixed fire-extinguishing installation, the Administration shall require the provision of an additional quantity of carbon dioxide.

(iv) When carbon dioxide is used as an extinguishing medium both for cargo spaces and for machinery spaces of Category A the quantity of gas need not be more than the maximum required either for the largest cargo compartment or machinery space.

(v) For the purpose of this paragraph the volume of carbon dioxide shall be calculated at 0.56 cubic metres to the kilogramme (9 cubic feet to the pound).

(vi) When carbon dioxide is used as the extinguishing medium for machinery spaces of Category A the fixed piping system shall be such that 85 per cent of the gas can be discharged into the space within 2 minutes.

(vii) Carbon dioxide bottle storage rooms shall be situated at a safe and readily accessible position and shall be effectively ventilated to the satisfaction of the Administration. Any entrance to such storage rooms shall preferably be from the open deck, and in any case shall be independent of the protected space. Access doors shall be gastight and bulkheads and decks which form the boundaries of such rooms shall be gastight and adequately insulated.

(e) (i) Where gas other than carbon dioxide or steam as permitted by paragraph (f) of this Regulation is produced on the ship and is used as an extinguishing medium, it shall be a gaseous product of fuel combustion in which the oxygen content, the carbon monoxide content, the corrosive elements and any solid combustible elements have been reduced to a permissible minimum.

(ii) Where such gas is used as the extinguishing medium in a fixed fire-extinguishing system for the protection of machinery spaces of Category A it shall afford protection equivalent to that provided by a fixed carbon dioxide system.

(iii) Where such gas is used as the extinguishing medium in a fixed fire-extinguishing system for the protection of cargo spaces a sufficient quantity of such gas shall be available to supply hourly a volume of free gas at least equal to 25 per cent of the gross volume of the largest compartment protected in this way for a period of 72 hours.

(f) In general, the Administration shall not permit the use of steam as a fire-extinguishing medium in fixed fire-extinguishing systems of new ships. Where the use of steam is permitted by the Administration it shall be used only in restricted areas as an addition to the required fire-extinguishing medium and with the proviso that the boiler or boilers available for supplying steam shall have an evaporation of at least 1 kilogramme of steam per hour for each 0.75 cubic metres (1 pound of steam per hour per 12 cubic feet) of the gross volume of the largest space so protected. In addition to complying with the foregoing requirements the systems in all respects shall be as determined by, and to the satisfaction of the Administration.

(g) Means shall be provided for automatically giving audible warning of the release of fire-extinguishing gas into any space to which personnel normally have access. The alarm shall operate for a suitable period before the gas is released.

(h) The means of control of any such fixed gas fire-extinguishing system shall be readily accessible and simple to operate and shall be grouped together in as few locations as possible at positions not likely to be cut off by a fire in the protected space.

Regulation 9

Fixed Froth Fire-Extinguishing Systems in Machinery Spaces

(a) Any required fixed froth fire-extinguishing system in machinery spaces shall be capable of discharging through fixed discharge outlets in not more than five minutes, a quantity of froth sufficient to cover to a depth of 150 millimetres (6 inches) the largest single area over which oil fuel is liable to spread. The system shall be capable of generating froth suitable for extinguishing oil fires. Means shall be provided for effective distribution of the froth through a permanent system of piping and control valves or cocks to suitable discharge outlets, and for the froth to be effectively directed by fixed sprayers on other main fire hazards in the protected space. The expansion ratio of the froth shall not exceed 12 to 1.

(b) The means of control of any such systems shall be readily accessible and simple to operate and shall be grouped together in as few locations as possible at positions not likely to be cut off by a fire in the protected space.

Regulation 10

Fixed High Expansion Froth Fire-Extinguishing Systems in Machinery Spaces

(a) (i) Any required fixed high expansion froth system in machinery spaces shall be capable of rapidly discharging through fixed discharge outlets a quantity of froth sufficient to fill the greatest space to be protected at a rate of at least 1 metre (3.3 feet) in depth per minute. The quantity of froth-forming liquid available shall be sufficient to produce a volume of froth equal to five times the volume of the largest space to be protected. The expansion ratio of the froth shall not exceed 1,000 to 1.

(ii) The Administration may permit alternative arrangements and discharge rates provided that it is satisfied that equivalent protection is achieved.

(b) Supply ducts for delivering froth, air intakes to the froth generator and the number of froth-producing units shall in the opinion of the Administration be such as will provide effective froth production and distribution.

(c) The arrangement of the froth generator delivery ducting shall be such that a fire in the protected space will not affect the froth-generating equipment.

(d) The froth generator, its sources of power supply, froth-forming liquid and means of controlling the system shall be readily accessible and simple to operate and shall be grouped in as few locations as possible at positions not likely to be cut off by fire in the protected space.

Regulation 11

Fixed Pressure Water-Spraying Fire-Extinguishing Systems in Machinery Spaces

(a) Any required fixed pressure water-spraying fire-extinguishing system in machinery spaces shall be provided with spraying nozzles of an approved type.

(b) The number and arrangement of the nozzles shall be to the satisfaction of the Administration and be such as to ensure an effective average distribution of water of at least 5 litres per square metre (0.1 gallon per square foot) per minute in the spaces to be protected. Where increased application rates are considered necessary, these shall be to the satisfaction of the Administration. Nozzles shall be fitted above bilges, tank tops and other areas over which oil fuel is liable to spread and also above other specific fire hazards in the machinery spaces.

(c) The system may be divided into sections, the distribution valves of which shall be operated from easily accessible positions outside the spaces to be protected and which will not be readily cut off by an outbreak of fire.

(d) The system shall be kept charged at the necessary pressure and the pump supplying the water for the system shall be put automatically into action by a pressure drop in the system.

(e) The pump shall be capable of simultaneously supplying at the necessary pressure all sections of the system in any one compartment to be protected. The pump and its controls shall be installed outside the space or spaces to be protected. It shall not be possible for a fire in the space or spaces protected by the water-spraying system to put the system out of action.

(f) The pump may be driven by independent internal combustion type machinery but if it is dependent upon power being supplied from the emergency generator fitted in compliance with the provisions of Regulation 25 or Regulation 26 as appropriate of Chapter II-1 of the present Convention that generator shall be arranged to start automatically in case of main power failure so that power for the pump required by paragraph (e) of this Regulation is immediately available. When the pump is driven by independent internal combustion type machinery it shall be so situated that a fire in the protected space will not affect the air supply to the machinery.

(g) Precautions shall be taken to prevent the nozzles from becoming clogged by impurities in the water or corrosion of piping, nozzles, valves and pump.

Regulation 12

Automatic Sprinkler and Fire Alarm and Fire Detection Systems

(a) (i) Any required automatic sprinkler and fire alarm and fire detection system shall be capable of immediate operation at all times and no action by the crew shall be necessary to set it in operation. It shall be of the wet pipe type but small exposed sections may be of the dry pipe type where in the opinion of the Administration this is a necessary precaution. Any parts of the system which may be subjected to freezing temperatures in service shall be suitably protected against freezing. It shall be kept charged at the necessary pressure and shall have provision for a continuous supply of water as required in this Regulation.

(ii) Each section of sprinklers shall include means for giving a visual and audible alarm signal automatically at one or more indicating units whenever any sprinkler comes into operation. Such units shall give an indication of any fire and its location in any space served by the system and shall be centralized on the navigating bridge or in the main fire control station, which shall be so manned or equipped as to ensure that any alarm from the system is immediately received by a responsible member of the crew. Such alarm systems shall be constructed so as to indicate if any fault occurs in the system.

(b) (i) Sprinklers shall be grouped into separate sections, each of which shall contain not more than 200 sprinklers. Any section of sprinklers shall not serve more than two decks and shall not be situated in more than one main vertical zone, except that an Administration, if it is satisfied that the protection of the ship against fire will not thereby be reduced, may permit such a section of sprinklers to serve more than two decks or to be situated in more than one main vertical zone.

(ii) Each section of sprinklers shall be capable of being isolated by one stop valve only. The stop valve in each section shall be readily accessible and its location shall be clearly and permanently indicated. Means shall be provided to prevent the operation of the stop valves by any unauthorized person.

(iii) A gauge indicating the pressure in the system shall be provided at each section stop valve and at a central station.

(iv) The sprinklers shall be resistant to corrosion by marine atmospheres. In accommodation and service spaces the sprinklers shall come into operation within the temperature range of 68°C (155°F) and 79°C (175°F), except that in locations such as drying rooms, where high ambient temperatures might be expected, the operating temperature

may be increased by not more than 30°C (54°F) above the maximum deck head temperature.

(v) A list or plan shall be displayed at each indicating unit showing the spaces covered and the location of the zone in respect of each section. Suitable instructions for testing and maintenance shall be available.

(c) Sprinklers shall be placed in an overhead position and spaced in a suitable pattern to maintain an average application rate of not less than 5 litres per square metre (0.1 gallon per square foot) per minute over the nominal area covered by the sprinklers. Alternatively, the Administration may permit the use of sprinklers providing such other amount of water suitably distributed as has been shown to the satisfaction of the Administration to be not less effective.

(d) (i) A pressure tank having a volume equal to at least twice that of the charge of water specified in this sub-paragraph shall be provided. The tank shall contain a standing charge of fresh water, equivalent to the amount of water which would be discharged in one minute by the pump referred to in sub-paragraph (e)(ii) of this Regulation, and the arrangements shall provide for maintaining such air pressure in the tank to ensure that where the standing charge of fresh water in the tank has been used the pressure will be not less than the working pressure of the sprinkler, plus the pressure due to a head of water measured from the bottom of the tank to the highest sprinkler in the system. Suitable means of replenishing the air under pressure and of replenishing the fresh water charge in the tank shall be provided. A glass gauge shall be provided to indicate the correct level of the water in the tank.

(ii) Means shall be provided to prevent the passage of sea water into the tank.

(e) (i) An independent power pump shall be provided solely for the purpose of continuing automatically the discharge of water from the sprinklers. The pump shall be brought into action automatically by the pressure drop in the system before the standing fresh water charge in the pressure tank is completely exhausted.

(ii) The pump and the piping system shall be capable of maintaining the necessary pressure at the level of the highest sprinkler to ensure a continuous output of water sufficient for the simultaneous coverage of a minimum area of 280 square metres (3,000 square feet) at the application rate specified in paragraph (c) of this Regulation.

(iii) The pump shall have fitted on the delivery side a test valve with a short open-ended discharge pipe. The effective area through the valve and pipe shall be adequate to permit the release of the required pump output while maintaining the pressure in the system specified in sub-paragraph (d)(i) of this Regulation.

(iv) The sea inlet to the pump shall wherever possible be in the space containing the pump and shall be so arranged that when the ship is afloat it will not be necessary to shut off the supply of sea water to the pump for any purpose other than the inspection or repair of the pump.

(f) The sprinkler pump and tank shall be situated in a position reasonably remote from any machinery space of Category A and shall not be situated in any space required to be protected by the sprinkler system.

(g) There shall be not less than two sources of power supply for the sea water pump and automatic alarm and detection system. Where the sources of power for the pump are electrical, these shall be a main generator and an emergency source of power. One supply for the pump shall be taken from the main switchboard, and one from the emergency switchboard by separate feeders reserved solely for that purpose.

The feeders shall be arranged so as to avoid galleys, machinery spaces and other enclosed spaces of high fire risk except in so far as it is necessary to reach the appropriate switchboards, and shall be run to an automatic change-over switch situated near the sprinkler pump. This switch shall permit the supply of power from the main switchboard so long as a supply is available therefrom, and be so designed that upon failure of that supply it will automatically change over to the supply from the emergency switchboard. The switches on the main switchboard and the emergency switchboard shall be clearly labelled and normally kept closed. No other switch shall be permitted in the feeders concerned. One of the sources of power supply for the alarm and detection system shall be an emergency source. Where one of the sources of power for the pump is an internal combustion-type engine it shall, in addition to complying with the provisions of paragraph (f) of this Regulation, be so situated that a fire in any protected space will not affect the air supply to the machinery.

(h) The sprinkler system shall have a connexion from the ship's fire main by way of a lockable screw-down non-return valve at the connexion which will prevent a backflow from the sprinkler system to the fire main.

(i) (i) A test valve shall be provided for testing the automatic alarm for each section of sprinklers by a discharge of water equivalent to the operation of one sprinkler. The test valve for each section shall be situated near the stop valve for that section.

(ii) Means shall be provided for testing the automatic operation of the pump, on reduction of pressure in the system.

(iii) Switches shall be provided at one of the indicating positions referred to in sub-paragraph (a)(ii) of this Regulation which will enable the alarm and the indicators for each section of sprinklers to be tested.

(j) Spare sprinkler heads shall be provided for each section of sprinklers to the satisfaction of the Administration.

Regulation 13

Automatic Fire Alarm and Fire Detection Systems

Requirements for passenger ships carrying more than 36 passengers

(a) (i) Any required automatic fire alarm and fire detection system shall be capable of immediate operation at all times and no action of the crew shall be necessary to set it in operation.

(ii) Each section of detectors shall include means for giving a visual and audible alarm signal automatically at one or more indicating units whenever any detector comes into operation. Such units shall give an indication of any fire and its location in any space served by the system and shall be centralized on the navigating bridge or in the main fire control station which shall be so manned or equipped as to ensure that any alarm from the system is immediately received by a responsible member of the crew. Such alarm system shall be constructed so as to indicate if any fault occurs in the system.

(b) Detectors shall be grouped into separate sections each covering not more than 50 rooms served by such a system and containing not more than 100 detectors. A section of detectors shall not serve spaces on both the port and starboard sides of the ship nor on more than one deck and neither shall it be situated in more than one main vertical zone except that the Administration, if it is satisfied that the protection of the ship against fire will not thereby be reduced, may permit such a section of detectors to serve both the port and starboard sides of the ship and more than one deck.

(c) The system shall be operated by an abnormal air temperature, by an abnormal concentration of smoke or by other factors indicative of incipient fire in any one of the spaces to be protected. Systems which are sensitive to air temperature shall not operate at less than 57°C (135°F) and shall operate at a temperature not greater than 74°C (165°F) when the temperature increase to those levels is not more than 1°C (1.8°F) per minute. At the discretion of the Administration the permissible temperature of operation may be increased to 30°C (54°F) above the maximum deckhead temperature in drying rooms and similar places of a normally high ambient temperature. Systems which are sensitive to smoke concentration shall operate on the reduction of the intensity of a transmitted light beam by an amount to be determined by the Administration. Other equally effective methods of operation may be accepted at the discretion of the Administration. The detection system shall not be used for any purpose other than fire detection.

(d) The detectors may be arranged to operate the alarm by the opening or closing of contacts or by other appropriate methods. They shall be fitted in an overhead position and shall be suitably protected against impact and physical damage. They shall be suitable for use in a marine atmosphere. They shall be placed in an open position clear of beams and other objects likely to obstruct the flow of hot gases or smoke to the sensitive element. Detectors operated by the closing of contacts shall be of the sealed contact type and the circuit shall be continuously monitored to indicate fault conditions.

(e) At least one detector shall be installed in each space where detection facilities are required and there shall be not less than one detector for each 37 square metres (400 square feet) of deck area. In large spaces the detectors shall be arranged in a regular pattern so that no detector is more than 9 metres (30 feet) from another detector or more than 4.5 metres (15 feet) from a bulkhead.

(f) There shall be not less than two sources of power supply for the electrical equipment used in the operation of the fire alarm and fire detection system, one of which shall be an emergency source. The supply shall be provided by separate feeders reserved solely for that purpose. Such feeders shall run to a change-over switch situated in the control station for the fire detection system. The wiring system shall be so arranged to avoid galleys, machinery spaces and other enclosed spaces having a high fire risk except in so far as it is necessary to provide for fire detection in such spaces or to reach the appropriate switchboard.

(g) (i) A list or plan shall be displayed adjacent to each indicating unit showing the spaces covered and the location of the zone in respect of each section. Suitable instructions for testing and maintenance shall be available.

(ii) Provision shall be made for testing the correct operation of the detectors and the indicating units by supplying means for applying hot air or smoke at detector positions.

(h) Spare detector heads shall be provided for each section of detectors to the satisfaction of the Administration.

Requirements for all other types of ships

(i) All required fire detection systems shall be capable of automatically indicating the presence or indication of fire and also its location. Indicators shall be centralized either on the navigating bridge or in other control stations which are provided with a direct communication with the bridge. The Administration may permit the indicators to be distributed among several stations.

(j) In passenger ships electrical equipment used in the operation of required fire detection systems shall have two separate sources of power, one of which shall be an emergency source.

(k) The alarm system shall operate both audible and visible signals at the main stations referred to in paragraph (i) of this Regulation. Detection systems for cargo spaces need not have audible alarms.

Regulation 14

Fireman's Outfit

A fireman's outfit shall consist of:

(a) Personal equipment comprising:

(i) Protective clothing of material to protect the skin from the heat radiating from the fire and from burns and scalding by steam. The outer surface shall be water-resistant.

(ii) Boots and gloves of rubber or other electrically non-conducting material.

(iii) A rigid helmet providing effective protection against impact.

(iv) An electric safety lamp (hand lantern) of an approved type with a minimum burning period of three hours.

(v) An axe to the satisfaction of the Administration.

(b) A breathing apparatus of an approved type which may be either:

(i) A smoke helmet or smoke mask which shall be provided with a suitable air pump and a length of air hose sufficient to reach from the open deck, well clear of hatch or doorway, to any part of the holds or machinery spaces. If, in order to comply with this sub-paragraph, an air hose exceeding 36 metres (120 feet) in length would be necessary, a self-contained breathing apparatus shall be substituted or provided in addition as determined by the Administration, or

(ii) a self-contained breathing apparatus which shall be capable of functioning for a period of time to be determined by the Administration.

For each breathing apparatus a fireproof lifeline of sufficient length and strength shall be provided capable of being attached by means of a snaphook to the harness of the apparatus or to a separate belt in order to prevent the breathing apparatus becoming detached when the lifeline is operated.

Regulation 15

Ready Availability of Fire-Extinguishing Appliances

In all new and existing ships, fire-extinguishing appliances shall be kept in good order and available for immediate use at all times during the voyage.

Regulation 16

Acceptance of Substitutes

Where in this Chapter any special type of appliance, apparatus, extinguishing medium or arrangement is specified in any new and existing ships, any other type of appliance etc., may be allowed, provided the Administration is satisfied that it is not less effective.

PART B – FIRE SAFETY MEASURES FOR PASSENGER SHIPS CARRYING MORE THAN 36 PASSENGERS

Regulation 17

Structure

The hull, superstructure, structural bulkheads, decks and deckhouses shall be constructed of steel or other equivalent material. For the purpose of applying the definition of steel or other equivalent material as given in Regulation 3(g) of this Chapter the "applicable fire exposure" shall be according to the integrity and insulation standards given in the tables of Regulation 20 of this Chapter. An example where divisions such as decks or sides and ends of deckhouses are permitted to have "B–0" fire integrity, the "applicable fire exposure" shall be one half-hour.

Provided that in cases where any part of the structure is of aluminium alloy, the following requirements shall apply:

(a) The insulation of aluminium alloy components of "A" or "B" Class divisions, except structure which in the opinion of the Administration is non-load-bearing, shall be such that the temperature of the structural core does not rise more than 200°C (360°F) above the ambient temperature at any time during the applicable fire exposure to the standard fire test.

(b) Special attention shall be given to the insulation of aluminium alloy components of columns, stanchions and other structural members required to support lifeboat and liferaft stowage, launching and embarkation areas, and "A" and "B" Class divisions to ensure:

(i) that for such members supporting lifeboat and liferaft areas and "A" Class divisions the temperature rise limitation specified in paragraph (a) of this Regulation shall apply at the end of one hour; and

(ii) that for such members required to support "B" Class divisions, the temperature rise limitation specified in paragraph (a) of this Regulation shall apply at the end of one half-hour.

(c) Crowns and casings of machinery spaces of Category A shall be of steel construction adequately insulated and openings therein, if any, shall be suitably arranged and protected to prevent the spread of fire.

Regulation 18

Main Vertical Zones and Horizontal Zones

(a) The hull, superstructure and deckhouses shall be subdivided into main vertical zones by "A" Class divisions. Steps and recesses shall be kept to a minimum, but where they are necessary, they shall also be "A" Class divisions. These divisions shall have insulation values in accordance with the applicable tables in Regulation 20 of this Chapter.

(b) As far as practicable, the bulkheads forming the boundaries of the main vertical zones above the bulkhead deck shall be in line with watertight subdivision bulkheads situated immediately below the bulkhead deck.

(c) Such bulkheads shall extend from deck to deck and to the shell or other boundaries.

(d) Where a main vertical zone is subdivided by horizontal "A" Class divisions into horizontal zones for the purpose of providing an appropriate barrier between sprinklered and non-sprinklered zones of the ship the divisions shall extend between adjacent main vertical zone bulkheads and to the shell or exterior boundaries of the ship and shall be insulated in accordance with the fire insulation and integrity values given in Table 3 of Regulation 20 of this Chapter.

(e) On ships designed for special purposes, such as automobile or railroad car ferries, where the provision of main vertical zone bulkheads would defeat the purpose for which the ship is intended, equivalent means for controlling and limiting a fire shall be substituted and specifically approved by the Administration.

Provided that in a ship with special category spaces, any such space shall comply with the applicable provisions of Regulation 30 of this Chapter, and in

so far as such compliance would be inconsistent with compliance with other requirements of this Part of this Chapter, the requirements of Regulation 30 shall prevail.

Regulation 19

Bulkheads within a Main Vertical Zone

(a) All bulkheads which are not required to be "A" Class divisions shall be at least "B" Class or "C" Class divisions as prescribed in the tables in Regulation 20 of this Chapter. All such divisions may be faced with combustible materials in accordance with the provisions of Regulation 27 of this Chapter.

(b) All corridor bulkheads where not required to be "A" Class shall be "B" Class divisions which shall extend from deck to deck except:

(i) when continuous "B" Class ceilings and/or linings are fitted on both sides of the bulkhead, the portion of the bulkhead behind the continuous ceiling or lining shall be of material which in thickness and composition is acceptable in the construction of "B" Class divisions but which shall be required to meet "B" Class integrity standards only in so far as is reasonable and practicable in the opinion of the Administration;

(ii) in the case of a ship protected by an automatic sprinkler system complying with the provisions of Regulation 12 of this Chapter, the corridor bulkheads of "B" Class materials may terminate at a ceiling in the corridor provided such a ceiling is of material which in thickness and composition is acceptable in the construction of "B" Class divisions. Notwithstanding the requirements of Regulation 20 of this Chapter, such bulkheads and ceilings shall be required to meet "B" Class integrity standards only in so far as is reasonable and practicable in the opinion of the Administration. All doors and frames in such bulkheads shall be of incombustible materials and shall be constructed and erected so as to provide substantial fire resistance to the satisfaction of the Administration.

(c) All bulkheads required to be "B" Class divisions, except corridor bulkheads, shall extend from deck to deck and to the shell or other boundaries unless continuous "B" Class ceilings and/or linings are fitted on both sides of the bulkhead in which case the bulkhead may terminate at the continuous ceiling or lining.

Regulation 20

Fire Integrity of Bulkheads and Decks

(a) In addition to complying with the specific provisions for fire integrity of bulkheads and decks mentioned elsewhere in the Regulations of this Part, the minimum fire integrity of all bulkheads and decks shall be as prescribed in Tables 1 to 4 in this Regulation. Where, due to any particular structural arrangements in the ship, difficulty is experienced in determining from the tables the minimum fire integrity value of any divisions, such values shall be determined to the satisfaction of the Administration.

(b) The following requirements shall govern application of the tables:

(i) Table 1 shall apply to bulkheads bounding main vertical zones or horizontal zones.

Table 2 shall apply to bulkheads not bounding either main vertical zones or horizontal zones.

Table 3 shall apply to decks forming steps in main vertical zones or bounding horizontal zones.

Table 4 shall apply to decks not forming steps in main vertical zones nor bounding horizontal zones.

(ii) For the purpose of determining the appropriate fire integrity standards to be applied to boundaries between adjacent spaces, such spaces are classified according to their fire risk as shown in Categories (1) to (14) below. Where the contents and use of a space are such that there is a doubt as to its classification for the purpose of this Regulation, it shall be treated as a space within the relevant category having the most stringent boundary requirements. The title of each category is intended to be typical rather than restrictive. The number in parentheses preceding each category refers to the applicable column or row number in the tables.

(1) *Control Stations*

Spaces containing emergency sources of power and lighting.
Wheelhouse and chartroom.
Spaces containing the ship's radio equipment.
Fire control and recording stations.
Control room for propelling machinery when located outside the propelling machinery space.
Spaces containing centralized fire alarm equipment.
Spaces containing centralized emergency public address system stations and equipment.

(2) *Stairways*

Interior stairways, lifts and escalators (other than those wholly contained within the machinery spaces) for passengers and crew and enclosures thereto.

In this connexion, a stairway which is enclosed at only one level shall be regarded as part of the space from which it is not separated by a fire door.

(3) *Corridors*

Passenger and crew corridors.

(4) *Lifeboat and Liferaft Handling and Embarkation Stations*

Open deck spaces and enclosed promenades forming lifeboat and liferaft embarkation and lowering stations.

(5) *Open Deck Spaces*

Open deck spaces and enclosed promenades clear of lifeboat and liferaft embarkation and lowering stations.
Air space (the space outside superstructures and deckhouses).

(6) *Accommodation Spaces of Minor Fire Risk*

Cabins containing furniture and furnishings of restricted fire risk.

Public spaces containing furniture and furnishings of restricted fire risk.
Public spaces containing furniture and furnishings of restricted fire risk and having a deck area of less than 50 square metres (540 square feet).
Offices and dispensaries containing furniture and furnishings of restricted fire risk.

(7) *Accommodation Spaces of Moderate Fire Risk*

Same as (6) above but containing furniture and furnishings of other than restricted fire risk.
Public spaces containing furniture and furnishings of restricted fire risk and having a deck area of 50 square metres (540 square feet) and greater.
Isolated lockers and small store-rooms in accommodation spaces.
Sale shops.
Motion picture projection and film stowage rooms.
Diet kitchens (containing no open flame).
Cleaning gear lockers (in which inflammable liquids are not stowed).
Laboratories (in which inflammable liquids are not stowed).
Pharmacies.
Small drying rooms (having a deck area of 4 square metres (43 square feet) or less).
Specie rooms.

(8) *Accommodation Spaces of Greater Fire Risk*

Public spaces containing furniture and furnishings of other than restricted fire risk and having a deck area of 50 square metres (540 square feet) and greater.
Barber shops and beauty parlours.

(9) *Sanitary and Similar Spaces*

Communal sanitary facilities, showers, baths, water closets, etc.
Small laundry rooms.
Indoor swimming pool area.
Operating rooms.
Isolated serving pantries in accommodation spaces.

Private sanitary facilities shall be considered a portion of the space in which they are located.

(10) *Tanks, Voids and Auxiliary Machinery Spaces having little or no Fire Risk*

Water tanks forming part of the ship's structure.
Voids and cofferdams.
Auxiliary machinery spaces which do not contain machinery having a pressure lubrication system and where storage of combustibles is prohibited, such as:

ventilation and air-conditioning rooms; windlass room; steering gear room; stabilizer equipment room; electrical propulsion motor room; rooms containing section switchboards and purely electrical equipment other than oil-filled electrical transformers (above 10 kVA); shaft alleys and pipe tunnels; spaces for pumps and refrigeration machinery (not handling or using inflammable liquids).

Closed trunks serving the spaces listed above.
Other closed trunks such as pipe and cable trunks.

(11) *Auxiliary Machinery Spaces, Cargo Spaces, Special Category Spaces, Cargo and other Oil Tanks and other Similar Spaces of Moderate Fire Risk*

Cargo oil tanks.
Cargo holds, trunkways and hatchways.
Refrigerated chambers.
Oil fuel tanks (where installed in a separate space with no machinery).
Shaft alleys and pipe tunnels allowing storage of combustibles.
Auxiliary machinery spaces as in Category (10) which contain machinery having a pressure lubrication system or where storage of combustibles is permitted.
Oil fuel filling stations.
Spaces containing oil-filled electrical transformers (above 10 kVA).
Spaces containing turbine and reciprocating steam engine driven auxiliary generators and small internal combustion engines of power output up to 112 kW driving emergency generators, sprinkler, drencher or fire pumps, bilge pumps, etc.
Special category spaces (Tables 1 and 3 only apply).
Closed trunks serving the spaces listed above.

(12) *Machinery Spaces and Main Galleys*

Main propelling machinery rooms (other than electric propulsion motor rooms) and boiler rooms.
Auxiliary machinery spaces other than those in Categories (10) and (11) which contain internal combustion machinery or other oil-burning, heating or pumping units.
Main galleys and annexes.
Trunks and casings to the spaces listed above.

(13) *Store-rooms, Workshops, Pantries, etc.*

Main pantries not annexed to galleys.
Main laundry.
Large drying rooms (having a deck area of more than 4 square metres (43 square feet)).
Miscellaneous stores.
Mail and baggage rooms.
Garbage rooms.
Workshops (not part of machinery spaces, galleys, etc.).

(14) *Other Spaces in which Inflammable Liquids are stowed*

Lamp rooms.
Paint rooms.
Store-rooms containing inflammable liquids (including dyes, medicines, etc.).
Laboratories (in which inflammable liquids are stowed).

TABLE 1. - BULKHEADS BOUNDING MAIN VERTICAL ZONES OR HORIZONTAL ZONES

Spaces		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
Control stations	(1)	A-60	A-30	A-30	A-0	A-0	A-60	A-60	A-60	A-0	A-0	A-60	A-60	A-60	A-60
Stairways	(2)		A-0	A-0	A-0	A-0	A-15 A-0	A-30 A-0	A-60 A-15	A-0	A-0	A-30	A-60	A-15 A-0	A-60
Corridors	(3)			A-0	A-0	A-0	A-0	A-30 A-0	A-30 A-0	A-0	A-0	A-30	A-60	A-15 A-0	A-60
Lifeboat and liferaft handling and embarkation stations	(4)				—	—	A-0	A-0	A-0	A-0	A-0	A-0	A-60	A-0	A-60
Open deck spaces	(5)					—	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0
Accommodation spaces of minor fire risk	(6)						A-15 A-0	A-30 A-0	A-30 A-0	A-0	A-0	A-15 A-0	A-30	A-15 A-0	A-30
Accommodation spaces of moderate fire risk	(7)							A-30 A-0	A-60 A-15	A-0	A-0	A-30 A-0	A-60	A-30 A-0	A-60
Accommodation spaces of greater fire risk	(8)								A-60 A-15	A-0	A-0	A-60 A-15	A-60	A-30 A-0	A-60
Sanitary and similar spaces	(9)									A-0	A-0	A-0	A-0	A-0	A-0
Tanks, voids and auxiliary machinery spaces having little or no fire risk	(10)										A-0	A-0	A-0	A-0	A-0
Auxiliary machinery spaces, cargo spaces, special category spaces, cargo and other oil tanks and other similar spaces of moderate fire risk	(11)											A-0	A-60	A-0	A-60
Machinery spaces and main galleys	(12)												A-60	A-30[2] A-15	A-60
Store-rooms, workshops, pantries, etc.	(13)													A-0	A-30
Other spaces in which inflammable liquids are stowed	(14)														A-60

(iii) Where a single value is shown for the fire integrity of a bound between two spaces, that value shall apply in all cases.

(iv) In determining the applicable fire integrity standard of a boundary between two spaces within a main vertical zone or horizontal zone which is not protected by an automatic sprinkler system complying with the provisions of Regulation 12 of this Chapter or between such zones neither of which is so protected, the higher of the two values given in the tables shall apply.

(v) In determining the applicable fire integrity standard of a boundary between two spaces within a main vertical zone or horizontal zone which is protected by an automatic sprinkler system complying with the provisions of Regulation 12 of this Chapter or between such zones both of which are so protected, the lesser of the two values given in the tables shall apply. In instances where a sprinklered zone and a non-sprinklered zone meet within accommodation and service spaces, the higher of the two values given in the tables shall apply to the division between the zones.

(vi) Where adjacent spaces are in the same numerical category and the superscript "1" appears in the tables, a bulkhead or deck between such spaces need not be fitted if deemed unnecessary by the Administration. For example, in Category (12) a bulkhead need not be required between a galley and its annexed pantries provided the pautry bulkheads and decks maintain the integrity of the galley boundaries. A bulkhead is, however, required between a galley and a machinery space even though both spaces are in Category (12).

(vii) Where the superscript "2" appears in the tables, the lesser insulation value may be permitted only if at least one of the adjoining spaces is protected by an automatic sprinkler system complying with the provisions of Regulation 12 of this Chapter.

(viii) Notwithstanding the provisions of Regulation 19 of this Chapter, there are no special requirements for material or integrity of boundaries where only a dash appears in the tables.

(ix) The Administration shall determine in respect of Category (5) spaces whether the insulation values in Table 1 or 2 shall apply to ends of deckhouses and superstructures, and whether the insulation values in Table 3 or 4 shall apply to weather decks. In no case shall the requirements of Category (5) of Tables 1 to 4 necessitate enclosure of spaces which in the opinion of the Administration need not be enclosed.

(c) Continuous "B" Class ceilings or linings, in association with the relevant decks or bulkheads, may be accepted as contributing wholly or in part, to the required insulation and integrity of a division.

(d) In approving structural fire protection details, the Administration shall have regard to the risk of heat transmission at intersections and terminal points of required thermal barriers.

TABLE 2. – BULKHEADS NOT BOUNDING EITHER MAIN VERTICAL ZONES OR HORIZONTAL ZONES

Spaces		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
Control stations	(1)	B-0[1]	A-0	A-0	A-0	A-0 B-0	A-60	A-60	A-60	A-0	A-0	A-60	A-60	A-60	A-60
Stairways	(2)		A-0[1]	A-0	A-0	A-0	A-0	A-15 A-0	A-30 A-0	A-0	A-0	A-15	A-30	A-15 A-0	A-30
Corridors	(3)			C	A-0	A-0 B-0	B-0	B-15 B-0	B-15 B-0	B-0	A-0	A-15	A-30	A-0	A-30 A-0
Lifeboat and liferaft handling and embarkation stations	(4)				—	—	A-0	A-0	A-0	A-0	A-0	A-0	A-15	A-0	A-15 A-0
Open deck space	(5)					—	A-0 B-0	A-0 B-0	A-0 B-0	A-0 B-0	A-0	A-0	A-0	A-0 B-0	A-0 B-0
Accommodation spaces of minor fire risk	(6)						B-0 C	B-15 C	B-15 C	B-0 C	A-0	A-15 A-0	A-30	A-0	A-30 A-0
Accommodation spaces of moderate fire risk	(7)							B-15 C	B-15 C	B-0 C	A-0	A-15 A-0	A-60	A-15 A-0	A-60 A-15
Accommodation spaces of greater fire risk	(8)								B-15 C	B-0 C	A-0	A-30 A-0	A-60	A-15 A-0	A-60 A-15
Sanitary and similar spaces	(9)									C	A-0	A-0	A-0	A-0	A-0
Tanks, voids and auxiliary machinery spaces having little or no fire risk	(10)										A-0[1]	A-0	A-0	A-0	A-0
Auxiliary machinery spaces, cargo spaces, cargo and other oil tanks and other similar spaces of moderate fire risk	(11)											A-0[1]	A-0	A-0	A-30[2] A-15
Machinery spaces and main galleys	(12)												A-0	A-0	A-60
Store-rooms, workshops, pantries, etc.	(13)													A-0[1]	A-0
Other spaces in which inflammable liquids are stowed	(14)														A-30[2] A-15

TABLE 3. – DECKS FORMING STEPS IN MAIN VERTICAL ZONES OR BOUNDING HORIZONTAL ZONES

Space below ↓ Space above →		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
Control stations	(1)	A-60	A-60	A-30	A-0	A-0	A-15	A-30	A-60	A-0	A-0	A-30	A-60	A-15	A-60
Stairways	(2)	A-15	A-0	A-0	A-0	A-0	A-0	A-15 A-0	A-15 A-0	A-0	A-0	A-0	A-60	A-0	A-60
Corridors	(3)	A-30	A-0	A-0	A-0	A-0	A-0	A-15 A-0	A-15 A-0	A-0	A-0	A-0	A-60	A-0	A-60
Lifeboat and liferaft handling and embarkation stations	(4)	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0
Open deck spaces	(5)	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0
Accommodation spaces of minor fire risk	(6)	A-60	A-30 A-0	A-15 A-0	A-0	A-0	A-0	A-15 A-0	A-30 A-0	A-0	A-0	A-15 A-0	A-15	A-0	A-15
Accommodation spaces of moderate fire risk	(7)	A-60	A-60 A-15	A-30 A-0	A-15 A-0	A-0	A-15 A-0	A-30 A-0	A-60 A-15	A-0	A-0	A-30 A-0	A-30	A-0	A-30
Accommodation spaces of greater fire risk	(8)	A-60	A-60 A-15	A-60 A-15	A-60 A-15	A-0	A-30 A-0	A-60 A-15	A-60 A-15	A-0	A-0	A-30 A-0	A-60	A-15 A-0	A-60
Sanitary and similar spaces	(9)	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0
Tanks, voids and auxiliary machinery spaces having little or no fire risk	(10)	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0
Auxiliary machinery spaces, cargo spaces, special category spaces, cargo and other oil tanks and other similar spaces of moderate fire risk	(11)	A-60	A-60	A-60	A-60	A-0	A-30 A-0	A-60 A-15	A-60 A-15	A-0	A-0	A-0	A-30	A-30[2] A-0	A-30
Machinery spaces and main galleys	(12)	A-60	A-60	A-60	A-60	A-0	A-60	A-60	A-60	A-0	A-0	A-60	A-60	A-60	A-60
Store-rooms, workshops, pantries, etc.	(13)	A-60	A-60 A-15	A-30 A-0	A-15	A-0	A-15 A-0	A-30 A-0	A-60 A-15	A-0	A-0	A-0	A-30	A-0	A-30
Other spaces in which inflammable liquids are stowed	(14)	A-60	A-60	A-60	A-60	A-0	A-60	A-60	A-60	A-0	A-0	A-60	A-60	A-60	A-60

Regulation 21

Means of Escape

(a) In and from all passenger and crew spaces and in spaces in which the crew is normally employed, other than machinery spaces, stairways and ladders shall be arranged to provide ready means of escape to the lifeboat and liferaft embarkation deck. In particular, the following provisions shall be complied with:

(i) Below the bulkhead deck, two means of escape, at least one of which shall be independent of watertight doors, shall be provided from each watertight compartment or similarly restricted space or group of spaces. Exceptionally, the Administration may dispense with one of the means of escape, due regard being paid to the nature and location of spaces and to the number of persons who normally might be quartered or employed there.

(ii) Above the bulkhead deck, there shall be at least two means of escape from each main vertical zone or similarly restricted space or group of spaces at least one of which shall give access to a stairway forming a vertical escape.

(iii) At least one of the means of escape required by sub-paragraphs (a)(i) and (ii) of this Regulation shall be by means of a readily accessible enclosed stairway, which shall provide continuous fire shelter from the level of its origin to the appropriate lifeboat and liferaft embarkation decks or the highest level served by the stairway, whichever level is the highest. However, where an Administration has granted dispensation under the provisions of sub-paragraph (a)(i) of this Regulation the sole means of escape shall provide safe escape to the satisfaction of the Administration. The width, number and continuity of the stairways shall be to the satisfaction of the Administration.

(iv) Protection of access from the stairway enclosures to the lifeboat and liferaft embarkation areas shall be to the satisfaction of the Administration.

(v) Lifts shall not be considered as forming one of the required means of escape.

(vi) Stairways serving only a space and a balcony in that space shall not be considered as forming one of the required means of escape.

(vii) If a radiotelegraph station has no direct access to the weather deck, two means of escape shall be provided from such station.

(viii) Dead-end corridors exceeding 13 metres (43 feet) shall not be permitted.

(b) (i) In special category spaces the number and disposition of the means of escape both below and above the bulkhead deck shall be to the satisfaction of the Administration, and in general the safety of access to the embarkation deck shall be at least equivalent to that provided for under sub-paragraphs (a)(i), (ii), (iii), (iv) and (v) of this Regulation.

(ii) One of the escape routes from the machinery spaces where the crew is normally employed shall avoid direct access to any special category space.

TABLE 4. - DECKS NOT FORMING STEPS IN MAIN VERTICAL ZONES NOR BOUNDING HORIZONTAL ZONES

Space below ↴ Space above →		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
Control stations	(1)	A-30 A-0	A-30 A-0	A-15 A-0	A-0	A-0 B-0	A-0	A-15 A-0	A-30 A-0	A-0	A-0	A-0	A-60	A-0	A-60 A-15
Stairways	(2)	A-0	A-0	A-0	A-0	A-0 B-0	A-0	A-0	A-0	A-0	A-0	A-0	A-30	A-0	A-30 A-0
Corridors	(3)	A-15 A-0	A-0	A-0[1] B-0[1]	A-0	A-0 B-0	A-0 B-0	A-15 B-0	A-15 B-0	A-0 B-0	A-0	A-0	A-30	A-0	A-30 A-0
Lifeboat and liferaft handling and embarkation stations	(4)	A-0	A-0	A-0	A-0	—	A-0 B-0	A-0 B-0	A-0 B-0	A-0 B-0	A-0	A-0	A-0	A-0	A-0
Open deck spaces	(5)	A-0	A-0	A-0 B-0	A-0	—	A-0 B-0	A-0 B-0	A-0 B-0	A-0 B-0	A-0	A-0	A-0	A-0 B-0	A-0
Accommodation spaces of minor fire risk	(6)	A-60	A-15 A-0	A-0	A-0	A-0 B-0	A-0 B-0	A-0 B-0	A-0 B-0	A-0 B-0	A-0	A-0	A-15 A-0	A-0	A-15 A-0
Accommodation spaces of moderate fire risk	(7)	A-60	A-30 A-0	A-15 A-0	A-15 A-0	A-0 B-0	A-0 B-0	A-15 B-0	A-30 B-0	A-0 B-0	A-0	A-15 A-0	A-30 A-0	A-0	A-30 A-0
Accommodation spaces of greater fire risk	(8)	A-60	A-60 A-15	A-60 A-0	A-30 A-0	A-0 B-0	A-15 B-0	A-30 B-0	A-60 B-0	A-0 B-0	A-0	A-30 A-0	A-30 A-0	A-0	A-30 A-0
Sanitary spaces and similar spaces	(9)	A-0	A-0	A-0 B-0	A-0	A-0 B-0	A-0 B-0	A-0 B-0	A-0 B-0	A-0 B-0	A-0	A-0	A-0	A-0	A-0
Tanks, voids and auxiliary machinery spaces having little or no fire risk	(10)	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0[1]	A-0	A-0	A-0	A-0
Auxiliary machinery spaces, cargo spaces, cargo and other oil tanks and other similar spaces of moderate fire risk	(11)	A-60	A-60 A-15	A-60 A-15	A-30 A-0	A-0	A-0	A-15 A-0	A-30 A-0	A-0	A-0	A-0[1]	A-0	A-0	A-30[2] A-15
Machinery spaces and main galleys	(12)	A-60	A-60	A-60	A-60	A-0	A-60	A-60	A-60	A-0	A-0	A-30	A-30[1]	A-0	A-60
Store-rooms, workshops, pantries, etc.	(13)	A-60	A-30 A-0	A-15 A-0	A-15 A-0	A-0 B-0	A-15 A-0	A-30 A-0	A-30 A-0	A-0 B-0	A-0	A-0	A-0	A-0	A-15[2] A-0
Other spaces in which inflammable liquids are stowed	(14)	A-60	A-60 A-30	A-60 A-30	A-60	A-0	A-30 A-0	A-60 A-15	A-60 A-15	A-0	A-0	A-30[2] A-0	A-30[2] A-0	A-0	A-30[2] A-0

(c) Two means of escape shall be provided from each machinery space. In particular, the following provisions shall be complied with:

(i) Where the space is below the bulkhead deck the two means of escape shall consist of either:

(1) two sets of steel ladders as widely separated as possible, leading to doors in the upper part of the space similarly separated and from which access is provided to the appropriate lifeboat and liferaft embarkation decks. One of these ladders shall provide continuous fire shelter from the lower part of the space to a safe position outside the space; or

(2) one steel ladder leading to a door in the upper part of the space from which access is provided to the embarkation deck and a steel door capable of being operated from each side and which provides a safe escape route to the embarkation deck.

(ii) Where the space is above the bulkhead deck, two means of escape shall be as widely separated as possible and the doors leading from such means of escape shall be in a position from which access is provided to the appropriate lifeboat and liferaft embarkation decks. Where such escapes require the use of ladders these shall be of steel.

Provided that in a ship of less than 1,000 tons gross tonnage, the Administration may dispense with one of the means of escape due regard being paid to the width and disposition of the upper part of the space; and in a ship of 1,000 tons gross tonnage and above, the Administration may dispense with one means of escape from any such space so long as either a door or a steel ladder provides a safe escape route to the embarkation deck due regard being paid to the nature and location of the space and whether persons are normally employed in that space.

Regulation 22

Protection of Stairways and Lifts in Accommodation and Service Spaces

(a) All stairways shall be of steel frame construction except where the Administration sanctions the use of other equivalent material, and shall be within enclosures formed of "A" Class divisions, with positive means of closure at all openings, except that:

(i) a stairway connecting only two decks need not be enclosed, provided the integrity of the deck is maintained by proper bulkheads or doors at one between deck space. When a stairway is closed at one between deck space, the stairway enclosure shall be protected in accordance with the tables for decks in Regulation 20 of this Chapter;

(ii) stairways may be fitted in the open in a public space, provided they lie wholly within such public space.

(b) Stairway enclosures shall have direct communication with the corridors and be of sufficient area to prevent congestion, having in view the number of persons likely to use them in an emergency. In so far as practicable, stairway enclosures shall not give direct access to cabins, service lockers, or other enclosed spaces containing combustibles in which a fire is likely to originate.

(c) Lift trunks shall be so fitted as to prevent the passage of smoke and flame from one between deck to another and shall be provided with means of closing so as to permit the control of draught and smoke.

Regulation 23

Openings in "A" Class Divisions

(a) Where "A" Class divisions are pierced for the passage of electric cables, pipes, trunks, ducts, etc., for girders, beams or other structures, arrangements shall be made to ensure that the fire resistance is not impaired, subject to the provisions of paragraph (g) of this Regulation.

(b) Where of necessity, a ventilation duct passes through a main vertical zone bulkhead, a fail-safe automatic closing fire damper shall be fitted adjacent to the bulkhead. The damper shall also be capable of being manually closed from each side of the bulkhead. The operating position shall be readily accessible and be marked in red light-reflecting colour. The duct between the bulkhead and the damper shall be of steel or other equivalent material and, if necessary, to an insulating standard such as to comply with paragraph (a) of this Regulation. The damper shall be fitted on at least one side of the bulkhead with a visible indicator showing if the damper is in the open position.

(c) Except for hatches between cargo, special category, store, and baggage spaces, and between such spaces and the weather decks, all openings shall be provided with permanently attached means of closing which shall be at least as effective for resisting fires as the divisions in which they are fitted.

(d) The construction of all doors and door frames in "A" Class divisions, with the means of securing them when closed, shall provide resistance to fire as well as to the passage of smoke and flame, as far as practicable, equivalent to that of the bulkheads in which the doors are situated. Such doors and door frames shall be constructed of steel or other equivalent material. Watertight doors need not be insulated.

(e) It shall be possible for each door to be opened and closed from each side of the bulkhead by one person only.

(f) Fire doors in main vertical zone bulkheads and stairway enclosures, other than power-operated watertight doors and those which are normally locked, shall be of the self-closing type capable of closing against an inclination of 3½ degrees opposing closure. The speed of door closure shall, if necessary, be controlled so as to prevent undue danger to personnel. All such doors, except those that are normally closed, shall be capable of release from a control station, either simultaneously or in groups, and also individually from a position at the door. The release mechanism shall be so designed that the door will automatically close in the event of disruption of the control system; however, approved power-operated watertight doors will be considered acceptable for this purpose. Hold-back hooks, not subject to control station release, will not be permitted. When double swing doors are permitted, they shall have a latch arrangement which is automatically engaged by the operation of the door release system.

(g) Where a space is protected by an automatic sprinkler system complying with the provisions of Regulation 12 of this Chapter or fitted with a continuous "B" Class ceiling, openings in decks not forming steps in main vertical zones nor bounding horizontal zones shall be closed reasonably tight and such decks shall meet the "A" Class integrity requirements in so far as is reasonable and practicable in the opinion of the Administration.

(h) The requirements for "A" Class integrity of the outer boundaries of a ship shall not apply to glass partitions, windows and sidescuttles. Similarly, the requirements for "A" Class integrity shall not apply to exterior doors in superstructures and deckhouses.

Regulation 24

Openings in "B" Class Divisions

(a) Where "B" Class divisions are penetrated for the passage of electrical cables, pipes, trunks, ducts, etc., or for the fitting of ventilation terminals, lighting fixtures and similar devices, arrangements shall be made to ensure that the fire resistance is not impaired.

(b) Doors and door frames in "B" Class divisions and means of securing them shall provide a method of closure which shall have resistance to fire as far as practicable equivalent to the divisions except that ventilation openings may be permitted in the lower portion of such doors. Where such opening is in or under a door the total net area of any such opening or openings shall not exceed 0.05 square metres (78 square inches). When such opening is cut in a door it shall be fitted with a grill made of non-combustible material. Doors shall be non-combustible.

(c) The requirements for "B" Class integrity of the outer boundaries of a ship shall not apply to glass partitions, windows and sidescuttles. Similarly, the requirements for "B" Class integrity shall not apply to exterior doors in superstructures and deckhouses.

(d) Where an automatic sprinkler system complying with the provisions of Regulation 12 of this Chapter is fitted:

(i) openings in decks not forming steps in main vertical zones nor bounding horizontal zones shall be closed reasonably tight and such decks shall meet the "B" Class integrity requirements in so far as is reasonable and practicable in the opinion of the Administration; and

(ii) openings in corridor bulkheads of "B" Class materials shall be protected in accordance with the provisions of Regulation 19 of this Chapter.

Regulation 25

Ventilation Systems

(a) In general, the ventilation fans shall be so disposed that the ducts reaching the various spaces remain within the main vertical zone.

(b) Where ventilation systems penetrate decks, precautions shall be taken, in addition to those relating to the fire integrity of the deck required by Regulation 23 of this Chapter, to reduce the likelihood of smoke and hot gases passing from one between deck space to another through the system. In addition to insulation requirements contained in this Regulation, vertical ducts shall, if necessary, be insulated as required by the appropriate tables in Regulation 20 of this Chapter.

(c) The main inlets and outlets of all ventilation systems shall be capable of being closed from outside the space being ventilated.

(d) Except in cargo spaces, ventilation ducts shall be constructed of the following materials:

(i) Ducts not less than 0.075 square metres (116 square inches) in sectional area and all vertical ducts serving more than a single between deck space shall be constructed of steel or other equivalent material.

(ii) Ducts less than 0.075 square metres (116 square inches) in sectional area shall be constructed of non-combustible materials. Where such ducts penetrate "A" or "B" Class divisions due regard shall be given to ensuring the fire integrity of the division.

(iii) Short lengths of duct, not in general exceeding 0.02 square metres (31 square inches) in sectional area nor 2 metres (79 inches) in length, need not be incombustible provided that all of the following conditions are met:

(1) the duct is constructed of a material of restricted fire risk to the satisfaction of the Administration;

(2) the duct is used only at the terminal end of the ventilation system; and

(3) the duct is not located closer than 0.6 metres (24 inches) measured along its length to a penetration of an "A" or "B" Class division, including continuous "B" Class ceilings.

(e) Where a stairway enclosure is ventilated, the duct or ducts (if any) shall be taken from the fan room independently of other ducts in the ventilation system and shall not serve any other space.

(f) All power ventilation, except machinery and cargo spaces ventilation and any alternative system which may be required under paragraph (h) of this Regulation, shall be fitted with controls so grouped that all fans may be stopped from either of two separate positions which shall be situated as far apart as practicable. Controls provided for the power ventilation serving machinery spaces shall also be grouped so as to be operable from two positions, one of which shall be outside such spaces. Fans serving power ventilation systems to cargo spaces shall be capable of being stopped from a safe position outside such spaces.

(g) Where they pass through accommodation spaces or spaces containing combustible materials, the exhaust ducts from galley ranges shall be constructed of "A" Class divisions. Each exhaust duct shall be fitted with:

(i) a grease trap readily removable for cleaning;

(ii) a fire damper located in the lower end of the duct;

(iii) arrangements, operable from within the galley, for shutting off the exhaust fan; and

(iv) fixed means for extinguishing a fire within the duct.

(h) Such measures as are practicable shall be taken in respect of control stations outside machinery spaces in order to ensure that ventilation, visibility and freedom from smoke are maintained, so that in the event of fire the machinery and equipment contained therein may be supervised and continue to function effectively. Alternative and separate means of air supply shall be provided; air inlets of the two sources of supply shall be so disposed that the risk of both inlets drawing in smoke simultaneously is minimized. At the discretion of the Administration, such requirements need not apply to control stations situated on, and opening on to, an open deck, or where local closing arrangements would be equally effective.

(i) Ducts provided for ventilation of machinery spaces of Category A shall not in general pass through accommodation, service spaces or control stations, except that the Administration may permit relaxation from this requirement, provided that:

(i) the ducts are constructed of steel, and are insulated to "A-60" standard; or

(ii) the ducts are constructed of steel and are fitted with an automatic fire damper close to the boundary penetrated and are insulated to "A-60" standard from the machinery space to a point at least 5 metres (16 feet) beyond the fire damper.

(j) Ducts provided for ventilation of accommodation, service spaces, or control stations shall not in general pass through machinery spaces of Category A, except that the Administration may permit relaxation from this requirement provided that the ducts are constructed of steel and automatic fire dampers are fitted close to the boundaries penetrated.

Regulation 26

Windows and Sidescuttles

(a) All windows and sidescuttles in bulkheads within accommodation and service spaces and control stations other than those to which the provisions of paragraph (h) of Regulation 23 and paragraph (c) of Regulation 24 of this Chapter apply, shall be constructed so as to preserve the integrity requirements of the type of bulkheads in which they are fitted.

(b) Notwithstanding the requirements of the tables in Regulation 20 of this Chapter:

(i) All windows and sidescuttles in bulkheads separating accommodation and service spaces and control stations from weather shall be constructed with frames of steel or other suitable material. The glass shall be retained by a metal glazing bead or angle.

(ii) Special attention shall be given to the fire integrity of windows facing open or enclosed lifeboat and liferaft embarkation areas and to windows situated below such areas in such a position that their failure during a fire would impede the launching of, or embarkation into, lifeboats or liferafts.

Regulation 27

Restriction of Combustible Materials

(a) Except in cargo spaces, mail rooms, baggage rooms, or refrigerated compartments of service spaces, all linings, grounds, ceilings and insulations shall be of non-combustible materials. Partial bulkheads or decks used to subdivide a space for utility or artistic treatment shall also be of non-combustible material.

(b) Vapour barriers and adhesives used in conjunction with insulation, as well as insulation of pipe fittings, for cold service systems need not be non-combustible, but they shall be kept to the minimum quantity practicable and their exposed surfaces shall have qualities of resistance to the propagation of flame to the satisfaction of the Administration.

(c) Bulkheads, linings and ceilings in all accommodation and service spaces may have combustible veneer, provided that such veneer shall not exceed 2 millimetres ($\frac{1}{12}$ inch) within any such spaces except corridors, stairway enclosures and control stations where it shall not exceed 1.5 millimetres ($\frac{1}{17}$ inch).

(d) The total volume of combustible facings, mouldings, decorations and veneers in any accommodation and service space shall not exceed a volume equivalent to 2.5 millimetres ($\frac{1}{10}$ inch) veneer on the combined area of the walls and ceilings. In the case of ships fitted with an automatic sprinkler system complying with the provisions of Regulation 12 of this Chapter, the above volume may include some combustible material used for erection of "C" Class divisions.

(e) All exposed surfaces in corridors or stairway enclosures and surfaces in concealed or inaccessible spaces in accommodation and service spaces and control stations shall have low flame-spread characteristics.*

(f) Furniture in the passages and stairway enclosures shall be kept to a minimum.

(g) Paints, varnishes and other finishes used on exposed interior surfaces shall not be of a nature to offer an undue fire hazard in the judgment of the Administration and shall not be capable of producing excessive quantities of smoke or other toxic properties.

(h) Primary deck coverings, if applied, within accommodation and service spaces and control stations, shall be of approved material which will not readily ignite, or give rise to toxic or explosive hazards at elevated temperatures.†

* Reference is made to Guidelines on the Evaluation of Fire Hazard Properties of Materials, adopted by the Organization by Resolution A.166(ES.IV).

† Reference is made to Improved Provisional Guidelines on Test Procedures for Primary Deck Coverings, adopted by the Organization by Resolution A.214(VII).

(i) Waste-paper receptacles shall be constructed of non-combustible materials and with solid sides and bottoms.

Regulation 28

Miscellaneous Items

Requirements Applicable to all Portions of the Ship

(a) Pipes penetrating "A" or "B" Class divisions shall be of a material approved by the Administration having regard to the temperature such divisions are required to withstand. Pipes conveying oil or combustible liquids shall be of a material approved by the Administration having regard to the fire risk. Materials readily rendered ineffective by heat shall not be used for overboard scuppers, sanitary discharges, and other outlets which are close to the water-line and where the failure of the material in the event of fire would give rise to danger of flooding.

Requirements Applicable to Accommodation and Service Spaces, Control Stations, Corridors and Stairways

(b) (i) Air spaces enclosed behind ceilings, panelling or linings shall be suitably divided by close-fitting draught stops not more than 14 metres (46 feet) apart.

(ii) In the vertical direction, such spaces, including those behind linings of stairways, trunks, etc., shall be closed at each deck.

(c) The construction of ceiling and bulkheading shall be such that it will be possible, without impairing the efficiency of the fire protection, for the fire patrols to detect any smoke originating in concealed and inaccessible places, except where in the opinion of the Administration there is no risk of fire originating in such places.

Regulation 29

Automatic Sprinkler and Fire Alarm and Fire Detection Systems or Automatic Fire Alarm and Fire Detection Systems

In any ship to which this Part applies there shall be installed throughout each separate zone, whether vertical or horizontal, in all accommodation and service spaces and, where it is considered necessary by the Administration, in control stations, except spaces which afford no substantial fire risk (such as void spaces, sanitary spaces, etc.) either:

(i) an automatic sprinkler and fire alarm and fire detection system of an approved type, complying with the provisions of Regulation 12 of this Chapter and installed and so arranged as to protect such spaces; or

(ii) an automatic fire alarm and fire detection system of an approved type, complying with the provisions of Regulation 13 of this Chapter, and installed and so arranged as to detect the presence of fire in such spaces.

Regulation 30

Protection of Special Category Spaces

Provisions Applicable to Special Category Spaces whether above or below the Bulkhead Deck

(a) *General*

(i) The basic principle underlying the provisions in this Regulation is that as normal main vertical zoning may not be practicable in special category spaces, equivalent protection must be obtained in such spaces on the basis of a horizontal zone concept and the provision of an efficient fixed fire-extinguishing system. Under this concept a horizontal zone for the purpose of this Regulation may include special category spaces on more than one deck provided that the overall height of the zone does not exceed 10 metres (33 feet).

(ii) All requirements laid down in Regulations 23 and 25 of this Chapter for maintaining the integrity of vertical zones shall be applied equally to decks and bulkheads forming the boundaries separating horizontal zones from each other and from the remainder of the ship.

(b) *Structural Protection*

(i) Boundary bulkheads of special category spaces shall be insulated as required for Category (11) spaces in Table 1 of Regulation 20 of this Chapter and the horizontal boundaries as required for Category (11) spaces in Table 3 of that Regulation.

(ii) Indicators shall be provided on the navigating bridge which shall indicate when any fire door leading to or from the special category spaces is closed.

(c) *Fixed Fire-Extinguishing System**

Each special category space shall be fitted with an approved fixed pressure water-spraying system for manual operation which shall protect all parts of any deck and vehicle platform, if any, in such space, provided that the Administration may permit the use of any other fixed fire-extinguishing system that has been shown by full-scale test in conditions simulating a flowing petrol fire in a special category space to be not less effective in controlling fires likely to occur in such a space.

(d) *Patrols and Detection*

(i) An efficient patrol system shall be maintained in special category spaces. In any such space in which the patrol is not maintained by a continuous fire watch at all times during the voyage there shall be provided in that space an automatic fire detection system of an approved type.

(ii) Manual fire alarms shall be provided as necessary throughout the special category spaces and one shall be placed close to each exit from such spaces.

* Reference is made to Recommendation on Fixed Fire Extinguishing Systems for Special Category Spaces, adopted by the Organization by Resolution A.123(V).

(e) *Fire-Extinguishing Equipment*

There shall be provided in each special category space:

(i) a number of hydrants with hoses and dual-purpose nozzles of an approved type so arranged that at least two jets of water each from a single length of hose not emanating from the same hydrant may reach any part of such space;

(ii) at least three water fog applicators;

(iii) one portable applicator unit complying with the provisions of Regulation 7(d) of this Chapter, provided that at least two such units are available in the ship for use in such spaces; and

(iv) such number of portable fire extinguishers of an approved type as the Administration may deem sufficient.

(f) *Ventilation System*

(i) There shall be provided an effective power ventilation system for the special category spaces sufficient to give at least 10 air changes per hour. The system for such spaces shall be entirely separated from other ventilation systems and shall be operating at all times when vehicles are in such spaces. The Administration may require an increased number of air changes when vehicles are being loaded and unloaded.

(ii) The ventilation shall be such as to prevent air stratification and the formation of air pockets.

(iii) Means shall be provided to indicate on the navigating bridge any loss or reduction of the required ventilating capacity.

Additional Provisions Applicable only to Special Category Spaces above the Bulkhead Deck

(g) *Scuppers*

In view of the serious loss of stability which could arise due to large quantities of water accumulating on the deck or decks consequent on the operation of the fixed pressure water-spraying system, scuppers shall be fitted so as to ensure that such water is rapidly discharged directly overboard.

(h) *Precautions against Ignition of Inflammable Vapours*

(i) Equipment which may constitute a source of ignition of inflammable vapours and in particular electrical equipment and wiring, shall be installed at least 450 millimetres (18 inches) above the deck, provided that if the Administration is satisfied that the installation of such electrical equipment and wiring below this level is necessary for the safe operation of the ship, such electrical equipment and wiring shall be of a type approved for use in an explosive petrol and air mixture. Electrical equipment installed at more than 450 millimetres (18 inches) above the deck shall be of a type so enclosed and protected as to prevent the escape of sparks. The reference to a level of 450 millimetres (18 inches) above the deck shall be construed to mean each deck on which vehicles are carried and on which explosive vapours might be expected to accumulate.

(ii) Electrical equipment and wiring, if installed in an exhaust ventilation duct, shall be of a type approved for use in explosive petrol and air mixtures and the outlet from any exhaust duct shall be sited in a safe position, having regard to other possible sources of ignition.

Additional Provisions applicable only to Special Category Spaces below the Bulkhead Deck

(i) *Bilge Pumping and Drainage*

In view of the serious loss of stability which could arise due to large quantities of water accumulating on the deck or tank top consequent on the operation of the fixed pressure water-spraying system, the Administration may require pumping and drainage facilities to be provided additional to the requirements of Regulation 18 of Chapter II-1 of the present Convention.

(j) *Precautions against Ignition of Inflammable Vapours*

(i) Electrical equipment and wiring, if fitted, shall be of a type suitable for use in explosive petrol and air mixtures. Other equipment which may constitute a source of ignition of inflammable vapours shall not be permitted.

(ii) Electrical equipment and wiring, if installed in an exhaust ventilation duct, shall be of a type approved for use in explosive petrol and air mixtures and the outlet from any exhaust duct shall be sited in a safe position, having regard to other possible sources of ignition.

Regulation 31

Protection of Cargo Spaces other than Special Category Spaces intended for the Carriage of Motor Vehicles with Fuel in their Tanks for their own Propulsion

In any cargo space (other than special category spaces) containing motor vehicles with fuel in their tanks for their own propulsion, the following provisions shall be complied with:

(a) *Fire Detection*

There shall be provided an approved fire detection and fire alarm system.

(b) *Fire-Extinguishing Arrangements*

(i) There shall be fitted a fixed gas fire-extinguishing system which shall comply with the provisions of Regulation 8 of this Chapter, except that if a carbon dioxide system is fitted, the quantity of gas available shall be at least sufficient to give a minimum volume of free gas equal to 45 per cent of the gross volume of the largest of such cargo spaces which is capable of being sealed, and the arrangements shall be such as to ensure that the gas is introduced rapidly and effectively into the space. Any other fixed gas fire-extinguishing system or fixed high expansion froth fire-extinguishing system may be fitted provided it gives equivalent protection.

(ii) There shall be provided for use in any such space such number of portable fire extinguishers of an approved type as the Administration may deem sufficient.

(c) *Ventilation System*

(i) In any such cargo space there shall be provided an effective power ventilation system sufficient to give at least 10 air changes per hour. The system for such cargo spaces shall be entirely separated from other ventilation systems and shall be operating at all times when vehicles are in such spaces.

(ii) The ventilation shall be such as to prevent air stratification and the formation of air pockets.

(iii) Means shall be provi d to indicate on the navigating bridge any loss or reduction of the required ventilating capacity.

(d) *Precautions against Ignition of Inflammable Vapours*

(i) Electrical equipment and wiring, if fitted, shall be of a type suitable for use in explosive petrol and air mixtures. Other equipment which may constitute a source of ignition of inflammable vapours shall not be permitted.

(ii) Electrical equipment and wiring, if installed in an exhaust ventilation duct, shall be of a type approved for use in explosive petrol and air mixtures and the outlet from any exhaust duct shall be sited in a safe position, having regard to other possible sources of ignition.

Regulation 32

Maintenance of Fire Patrols, etc., and Provision for Fire-Extinguishing Equipment

(a) *Fire Patrols and Detection, Alarms and Public Address Systems*

(i) An efficient patrol system shall be maintained so that an outbreak of fire may be promptly detected. Each member of the fire patrol shall be trained to be familiar with the arrangements of the ship as well as the location and operation of any equipment he may be called upon to use.

(ii) Manual alarms shall be fitted throughout the accommodation and service spaces to enable the fire patrol to give an alarm immediately to the navigating bridge or main fire control station.

(iii) An approved fire alarm or fire detecting system shall be provided which will automatically indicate at one or more suitable points or stations the presence or indication of fire and its location in any cargo space which, in the opinion of the Administration, is not accessible to the patrol system, except where it is shown to the satisfaction of the Administration that the ship is engaged on voyages of such short duration that it would be unreasonable to apply this requirement.

(iv) The ship shall at all times when at sea, or in port (except when out of service), be so manned or equipped as to ensure that any initial fire alarm is immediately received by a responsible member of the crew.

(v) A special alarm, operated from the navigating bridge or fire control station, shall be fitted to summon the crew. This alarm may be part of the ship's general alarm system but it shall be capable of being sounded independently of the alarm to the passenger spaces.

(vi) A public address system or other effective means of communication shall be available throughout the accommodation and service spaces and control stations.

(b) *Fire Pumps and Fire Main System*

The ship shall be provided with fire pumps, fire main system, hydrants and hoses complying with the provisions of Regulation 5 of this Chapter and shall comply with the following requirements:

(i) In a ship of 4,000 tons gross tonnage and upwards, there shall be provided at least three independently-driven fire pumps and, in a ship of less than 4,000 tons gross tonnage, at least two such fire pumps.

(ii) In a ship of 1,000 tons gross tonnage and upwards, the arrangement of sea connexions, fire pumps and sources of power for operating them shall be such as to ensure that a fire in any one compartment will not put all the fire pumps out of action.

(iii) In a ship of 1,000 tons gross tonnage and upwards, the arrangement of fire pumps, fire mains and hydrants shall be such that at least one effective jet of water as stipulated in paragraph (c) of Regulation 5 of this Chapter is immediately available from any one hydrant in an interior location. Arrangements shall also be made to ensure the continuation of the output of water by the automatic starting of a required fire pump.

(iv) In a ship of less than 1,000 tons gross tonnage the arrangements shall be to the satisfaction of the Administration.

(c) *Fire Hydrants, Hoses and Nozzles*

(i) The ship shall be provided with fire hoses the number and diameter of which shall be to the satisfaction of the Administration. There shall be at least one fire hose for each of the hydrants required by paragraph (d) of Regulation 5 of this Chapter and these hoses shall be used only for the purposes of extinguishing fires or testing the fire-extinguishing apparatus at fire drills and surveys.

(ii) In accommodation and service spaces and in machinery spaces, the number and position of hydrants shall be such that the requirements of paragraph (d) of Regulation 5 of this Chapter may be complied with when all watertight doors and all doors in main vertical zone bulkheads are closed.

(iii) The arrangements shall be such that at least two jets of water can reach any part of any cargo space when empty.

(iv) All required hydrants in machinery spaces shall be fitted with hoses having in addition to the nozzles required in paragraph (g) of Regulation 5 of this Chapter nozzles suitable for spraying water on oil, or alternatively dual-purpose nozzles. Additionally, each

machinery space of Category A shall be provided with at least two suitable water fog applicators.*

(v) Water spray nozzles or dual-purpose nozzles shall be provided for at least one quarter of the number of hoses required in parts of the ship other than machinery spaces.

(vi) For each pair of breathing apparatus there shall be provided one water fog applicator which shall be stored adjacent to such apparatus.

(vii) Where, in any machinery space of Category A, access is provided at a low level from an adjacent shaft tunnel, two hydrants fitted with hoses with dual-purpose nozzles shall be provided external to, but near the entrance to that machinery space. Where such access is not provided from a tunnel but is provided from other space or spaces there shall be provided in one of those spaces two hydrants fitted with hoses with dual-purpose nozzles near the entrance to the machinery space of Category A. Such provision need not be made when the tunnel or adjacent spaces are not part of an escape route.

(d) *International Shore Connexion*

(i) A ship of 1,000 tons gross tonnage and upwards shall be provided with at least one international shore connexion, complying with the provisions of paragraph (h) of Regulation 5 of this Chapter.

(ii) Facilities shall be available enabling such a connexion to be used on either side of the ship.

(e) *Portable Fire Extinguishers in Accommodation and Service Spaces and Control Stations*

The ship shall be provided in accommodation and service spaces and control stations with such approved portable fire extinguishers as the Administration may deem to be appropriate and sufficient.

(f) *Fixed Fire-Extinguishing Arrangements in Cargo Spaces*

(i) The cargo spaces of ships of 1,000 tons gross tonnage and upwards shall be protected by a fixed gas fire-extinguishing system complying with the provisions of Regulation 8 of this Chapter, or by a fixed high expansion froth fire-extinguishing system which gives equivalent protection.

(ii) Where it is shown to the satisfaction of the Administration that a ship is engaged on voyages of such short duration that it would be unreasonable to apply the requirements of sub-paragraph (i) of this paragraph and also in ships of less than 1,000 tons gross tonnage, the arrangements in cargo spaces shall be to the satisfaction of the Administration.

(g) *Fire-Extinguishing Appliances in Boiler Rooms, etc.*

Spaces containing oil-fired boilers or oil fuel units shall be provided with the following arrangements:

(i) There shall be any one of the following fixed fire-extinguishing systems:

(1) A pressure water-spraying system complying with the provisions of Regulation 11 of this Chapter.

(2) A gas system complying with the provisions of Regulation 8 of this Chapter.

(3) A froth system complying with the provisions of Regulation 9 of this Chapter.

(4) A high expansion froth system complying with the provisions of Regulation 10 of this Chapter.

In each case if the engine and boiler rooms are not entirely separate, or if fuel oil can drain from the boiler room into the engine room, the combined engine and boiler rooms shall be considered as one compartment.

(ii) There shall be in each boiler room at least one set of portable air-froth equipment complying with the provisions of paragraph (d) of Regulation 7 of this Chapter.

(iii) There shall be at least two approved portable extinguishers discharging froth or equivalent in each firing space in each boiler room and each space in which a part of the oil fuel installation is situated. There shall be not less than one approved froth-type extinguisher of at least 136 litres (30 gallons) capacity or equivalent in each boiler room. These extinguishers shall be provided with hoses on reels suitable for reaching any part of the boiler room.

(iv) In each firing space there shall be a receptacle containing sand, sawdust impregnated with soda or other approved dry material, in such quantity as may be required by the Administration. Alternatively an approved portable extinguisher may be substituted therefor.

(h) *Fire-Extinguishing Appliances in Spaces containing Internal Combustion Type Machinery*

Spaces containing internal combustion machinery used either for main propulsion, or for other purposes when such machinery has in the aggregate a total power output of not less than 373 kW, shall be provided with the following arrangements:

(i) There shall be one of the fire-extinguishing systems required by sub-paragraph (g)(i) of this Regulation.

(ii) There shall be at least one set of portable air-froth equipment complying with the provisions of paragraph (d) of Regulation 7 of this Chapter.

(iii) There shall be in each such space approved froth-type fire extinguishers each of at least 45 litres (10 gallons) capacity or equivalent sufficient in number to enable froth or its equivalent to be directed on to any part of the fuel and lubricating oil pressure systems, gearing and other fire hazards. In addition, there shall be provided a sufficient number of portable froth extinguishers or equivalent which shall be so located that an extinguisher is not more than 10 metres (33 feet) walking distance from any point in the space; provided that there shall be at least two such extinguishers in each such space.

* A water fog applicator might consist of a metal "L"-shaped pipe, the long limb being about 2 metres (6 feet) in length capable of being fitted to a fire hose and the short limb being about 250 millimetres (10 inches) in length fitted with a fixed water fog nozzle or capable of being fitted with a water spray nozzle.

(i) *Fire-Extinguishing Arrangements in Spaces containing Steam Turbines or enclosed Steam Engines*

In spaces containing steam turbines or enclosed steam engines used either for main propulsion or for other purposes when such machinery has in the aggregate a total power output of not less than 373 kW:

(i) There shall be provided froth fire extinguishers each of at least 45 litres (10 gallons) capacity or equivalent sufficient in number to enable froth or its equivalent to be directed on to any part of the pressure lubrication system, on to any part of the casings enclosing pressure lubricated parts of the turbines, engines or associated gearing, and any other fire hazards. Provided that such extinguishers shall not be required if protection at least equivalent to this sub-paragraph is provided in such spaces by a fixed fire-extinguishing system fitted in compliance with sub-paragraph (g)(i) of this Regulation.

(ii) There shall be provided a sufficient number of portable froth extinguishers or equivalent which shall be so located that an extinguisher is not more than 10 metres (33 feet) walking distance from any point in the space; provided that there shall be at least two such extinguishers in each such space, and such extinguishers shall not be required in addition to any provided in compliance with sub-paragraph (h)(iii) of this Regulation.

(j) *Fire-Extinguishing Appliances in other Machinery Spaces*

Where, in the opinion of the Administration, a fire hazard exists in any machinery space for which no specific provisions for fire-extinguishing appliances are prescribed in paragraphs (g), (h) and (i) of this Regulation there shall be provided in, or adjacent to, that space such number of approved portable fire extinguishers or other means of fire extinction as the Administration may deem sufficient.

(k) *Fixed Fire-Extinguishing Appliances not required by this Part*

Where a fixed fire-extinguishing system not required by this Part of this Chapter is installed, such a system shall be to the satisfaction of the Administration.

(l) *Special Requirements for Machinery Spaces*

(i) For any machinery space of Category A to which access is provided at a low level from an adjacent shaft tunnel there shall be provided in addition to any watertight door and on the side remote from that machinery space a light steel fire-screen door which shall be operable from each side.

(ii) An automatic fire detection and alarm system shall be fitted when the Administration considers such special precautions warranted in any machinery space in which the installation of automatic and remote control systems and equipment have been approved in lieu of continuous manning of the space.

(m) *Fireman's Outfits and Personal Equipment*

(i) The minimum number of fireman's outfits complying with the requirements of Regulation 14 of this Chapter, and of additional sets of personal equipment, each such set comprising the items stipulated in sub-paragraphs (a)(i), (ii) and (iii) of that Regulation, to be carried shall be as follows:

(1) two fireman's outfits; and in addition

(2) for every 80 metres (262 feet) or part thereof, of the aggregate of the lengths of all passenger spaces and service spaces on the deck which carries such spaces or, if there is more than one such deck, on the deck which has the largest aggregate of such lengths, two fireman's outfits and two sets of personal equipment, each such set comprising the items stipulated in Regulation 14(a)(i), (ii) and (iii) of this Chapter.

(ii) For each fireman's outfit which includes a self-contained breathing apparatus as provided in paragraph (b) of Regulation 14 of this Chapter, spare charges shall be carried on a scale approved by the Administration.

(iii) Fireman's outfits and sets of personal equipment shall be stored in widely separated positions ready for use. At least two fireman's outfits and one set of personal equipment shall be available at any one position.

Regulation 33

Arrangements for Oil Fuel, Lubricating Oil and other Inflammable Oils

(a) *Oil Fuel Arrangements*

In a ship in which oil fuel is used, the arrangements for the storage, distribution and utilization of the oil fuel shall be such as to ensure the safety of the ship and persons on board and shall at least comply with the following provisions:

(i) No oil fuel which has a flashpoint of less than 60°C (140°F) (closed cup test) as determined by an approved flashpoint apparatus shall be used as fuel, except in emergency generators, in which case the flashpoint shall be not less than 43°C (110°F).
Provided that the Administration may permit the general use of fuel oil having a flashpoint of not less than 43°C (110°F) subject to such additional precautions as it may consider necessary and on condition that the temperature of the space in which such fuel is stored or used shall not be allowed to rise within 10°C (18°F) below the flashpoint of the fuel.

(ii) As far as practicable, no part of the oil fuel system containing heated oil under pressure exceeding 1.8 kilogrammes per square centimetre (25 pounds per square inch) gauge shall be so concealed that defects and leakage cannot readily be observed. In way of such parts of the oil fuel system the machinery space shall be adequately illuminated.

(iii) The ventilation of machinery spaces shall be sufficient under all normal conditions to prevent accumulation of oil vapour.

(iv) (1) As far as practicable, oil fuel tanks shall be part of the ship's structure and shall be located outside machinery spaces of Category A. When oil fuel tanks, except double bottom tanks,

are necessarily located adjacent to machinery spaces of Category A, they shall preferably have a common boundary with the double bottom tanks, and the area of the tank boundary common with the machinery space shall be kept to a minimum. In general, the use of free-standing oil fuel tanks shall be avoided but when such tanks are employed they shall not be situated in machinery spaces of Category A.

(2) No oil tank shall be situated where spillage or leakage therefrom can constitute a hazard by falling on heated surfaces. Precautions shall be taken to prevent any oil that may escape under pressure from any pump, filter or heater from coming into contact with heated surfaces.

(v) Every oil fuel pipe which if damaged would allow oil to escape from a storage, settling or daily service tank situated above the double bottom shall be fitted with a cock or valve on the tank capable of being closed from a safe position outside the space concerned in the event of a fire arising in the space in which such tanks are situated. In the special case of deep tanks situated in any shaft or pipe tunnel or similar space, valves on the tanks shall be fitted but control in event of fire may be effected by means of an additional valve on the pipe or pipes outside the tunnel or similar space.

(vi) Safe and efficient means of ascertaining the amount of oil fuel contained in any oil tank shall be provided. Sounding pipes with suitable means of closure may be permitted if their upper ends terminate in safe positions. Other means of ascertaining the amount of oil fuel contained in any oil fuel tank may be permitted if they do not require penetration below the top of the tank, and providing their failure or overfilling of the tanks will not permit release of fuel thereby.

(vii) Provision shall be made to prevent over-pressure in any oil tank or in any part of the oil fuel system, including the filling pipes. Any relief valves and air or overflow pipes shall discharge to a position which, in the opinion of the Administration, is safe.

(viii) Oil fuel pipes shall be of steel or other approved material, provided that restricted use of flexible pipes shall be permissible in positions where the Administration is satisfied that they are necessary. Such flexible pipes and end attachments shall be of approved fire-resisting materials of adequate strength and shall be constructed to the satisfaction of the Administration.

(b) *Lubricating Oil Arrangements*

The arrangements for the storage, distribution and utilization of oil used in pressure lubrication systems shall be such as to ensure the safety of the ships and persons on board, and such arrangements in machinery spaces of Category A and, whenever practicable, in other machinery spaces shall at least comply with the provisions of sub-paragraphs (ii), (iv)(2), (v), (vi) and (vii) of paragraph (a) of this Regulation.

(c) *Arrangements for other Inflammable Oils*

The arrangements for the storage, distribution and utilization of other inflammable oils employed under pressure in power transmission systems, control and activating systems and heating systems shall be such as to ensure the safety of the ship and persons on board. In locations where means of ignition are present such arrangements shall at least comply with the provisions of sub-paragraphs (a)(iv)(2) and (a)(vi), and with the provisions of sub-paragraph (a)(viii) in respect of strength and construction, of this Regulation.

Regulation 34

Special Arrangements in Machinery Spaces

(a) The provisions of this Regulation shall apply to machinery spaces of Category A and, where the Administration considers it desirable, to other machinery spaces.

(b) (i) The number of skylights, doors, ventilators, openings in funnels to permit exhaust ventilation and other openings to machinery spaces shall be reduced to a minimum consistent with the needs of ventilation and the proper and safe working of the ship.

(ii) The flaps of such skylights where fitted shall be of steel. Suitable arrangements shall be made to permit the release of smoke in the event of fire, from the space to be protected.

(iii) Such doors other than power-operated watertight doors shall be arranged so that positive closure is assured in case of fire in the space, by power-operated closing arrangements or by the provision of self-closing doors capable of closing against an inclination of 3½ degrees opposing closure and having a fail-safe hook-back facility, provided with a remotely operated release device.

(c) Windows shall not be fitted in machinery space casings.

(d) Means of control shall be provided for:

(i) opening and closure of skylights, closure of openings in funnels which normally allow exhaust ventilation, and closure of ventilator dampers;

(ii) permitting the release of smoke;

(iii) closure of power-operated doors or release mechanism on doors other than power-operated watertight doors;

(iv) stopping ventilating fans; and

(v) stopping forced and induced draught fans, oil fuel transfer pumps, oil fuel unit pumps and other similar fuel pumps.

(e) The controls required for ventilating fans shall comply with the provisions of paragraph (f) of Regulation 25 of this Chapter. The controls for any required fixed fire-extinguishing system and those required by sub-paragraphs (d)(i), (ii), (iii) and (v) of this Regulation and of sub-paragraph (a)(v) of Regulation 33 of this Chapter shall be situated at one control position, or grouped in as few positions as possible to the satisfaction of the Administration. Such position or positions shall be located where they will not be cut off in the event of fire in the space they serve, and shall have a safe access from the open deck.

PART C – FIRE SAFETY MEASURES FOR PASSENGER SHIPS CARRYING NOT MORE THAN 36 PASSENGERS

Regulation 35

Structure

(a) The hull, superstructure, structural bulkheads, decks and deckhouses shall be constructed of steel or other equivalent material.

(b) Where fire protection in accordance with paragraph (b) of Regulation 40 of this Chapter is employed, the superstructure may be constructed of, for example, aluminium alloy, provided that:

(i) for the temperature rise of the metallic cores of "A" Class divisions when exposed to the standard fire test, due regard is given to the mechanical properties of the material;

(ii) the Administration is satisfied that the amount of combustible materials used in the relevant part of the ship is suitably reduced; the ceilings (i.e. linings of deck heads) are non-combustible;

(iii) adequate provision is made to ensure that in the event of fire, arrangements for stowage, launching and embarkation into survival craft remain as effective as if the superstructure were constructed of steel;

(iv) crowns and casings of boiler and machinery spaces are of steel construction adequately insulated, and the openings therein, if any, are suitably arranged and protected to prevent spread of fire.

Regulation 36

Main Vertical Zones

(a) The hull, superstructure and deckhouses shall be subdivided into main vertical zones. Steps and recesses shall be kept to a minimum, but where they are necessary, they shall be of "A" Class divisions.

(b) As far as practicable, the bulkheads forming the boundaries of the main vertical zones above the bulkhead deck shall be in line with watertight subdivision bulkheads situated immediately below the bulkhead deck.

(c) Such bulkheads shall extend from deck to deck and to the shell or other boundaries.

(d) On ships designed for special purposes, such as automobile or railroad car ferries, where installation of such bulkheads would defeat the purpose for which the ship is intended, equivalent means for controlling and limiting a fire shall be substituted and specifically approved by the Administration.

Regulation 37

Openings in "A" Class Divisions

(a) Where "A" Class divisions are pierced for the passage of electric cables, pipes, trunks, ducts, etc., for girders, beams or other structures, arrangements shall be made to ensure that the fire resistance is not impaired.

(b) Where of necessity, a duct passes through a main-vertical zone bulkhead, a fail-safe automatic closing fire damper shall be fitted adjacent to the bulkhead. The damper shall also be capable of being manually closed from both sides of the bulkhead. The operating position shall be readily accessible and be marked in red light-reflecting colour. The duct between the bulkhead and the damper shall be of steel or other equivalent material and, if necessary, to an insulating standard such as to comply with paragraph (a) of this Regulation. The damper shall be fitted on at least one side of the bulkhead with a visible indicator showing if the damper is in the open position.

(c) Except for hatches between cargo, store, and baggage spaces, and between such spaces and the weather decks, all openings shall be provided with permanently attached means of closing which shall be at least as effective for resisting fires as the divisions in which they are fitted.

(d) The construction of all doors and door frames in "A" Class divisions, with the means of securing them when closed, shall provide resistance to fire as well as to the passage of smoke and flame as far as practicable equivalent to that of the bulkheads in which the doors are situated. Watertight doors need not be insulated.

(e) It shall be possible for each door to be opened from either side of the bulkhead by one person only.

(f) Fire doors in main vertical zone bulkheads and stairway enclosures, other than power-operated watertight doors and those which are normally locked, shall be of the self-closing type capable of closing against an inclination of 3½ degrees opposing closure. All such doors, except those that are normally closed, shall be capable of release from a control station, either simultaneously or in groups, and also individually from a position at the door. The release mechanism shall be so designed that the door will automatically close in the event of disruption of the control system; however, approved power-operated watertight doors will be considered acceptable for this purpose. Hold-back hooks, not subject to control station release, will not be permitted. When double swing doors are permitted, they shall have a latch arrangement which is automatically engaged by the operation of the door release system.

Regulation 38

Fire Integrity of "A" Class Divisions

Where "A" Class divisions are required under this Part, the Administration, in deciding the amount of insulation to be provided, shall be guided by the provisions of Part B of this Chapter, but may accept a reduction of the amount of insulation below that stipulated by that Part.

Regulation 39

Separation of Accommodation Spaces from Machinery, Cargo and Service Spaces

The boundary bulkheads and decks separating accommodation spaces from machinery, cargo and service spaces shall be constructed of "A" Class divisions, and these bulkheads and decks shall have an insulation value to the satisfaction of the Administration having regard to the nature of the adjacent spaces.

Regulation 40

Protection of Accommodation and Service Spaces

The accommodation and service spaces shall be protected in accordance with the provisions of either paragraph (a) or (b) of this Regulation.

(a) (i) Within the accommodation spaces, all enclosure bulkheads other than those required to be of "A" Class divisions, shall be constructed of "B" Class divisions of non-combustible materials, which may, however, be faced with combustible materials in accordance with sub-paragraph (iii) of this paragraph.

(ii) All corridor bulkheads shall extend from deck to deck. Ventilation openings may be permitted in the doors in "B" Class bulkheads, preferably in the lower portion. All other enclosure bulkheads shall extend from deck to deck vertically, and to the shell or other boundaries transversely, unless non-combustible ceilings or linings such as will ensure fire integrity are fitted, in which case the bulkheads may terminate at the ceilings or linings.

(iii) Except in cargo spaces, mail rooms, baggage rooms, or refrigerated compartments of service spaces, all linings, grounds, ceilings and insulations shall be of non-combustible materials. The total volume of combustible facings, mouldings, decorations and veneers in any accommodation or public space shall not exceed a volume equivalent to 2.54 millimetres (1/10 inch) veneer on the combined area of the walls and ceilings. All exposed surfaces in corridors or stairway enclosures and in concealed or inaccessible spaces shall have low flame-spread characteristics.*

(b) (i) All corridor bulkheads in accommodation spaces shall be of steel or be constructed of "B" Class panels.

(ii) A fire detecting system of an approved type shall be installed and so arranged as to detect the presence of fire in all enclosed spaces appropriated to the use or service of passengers or crew (except spaces which afford no substantial fire hazard) and automatically to indicate at one or more points or stations where it can be most quickly observed by officers and crew, the presence or indication of fire and also its location.

* Reference is made to Guidelines on the Evaluation of Fire Hazard Properties of Materials, adopted by the Organization by Resolution A.166(ES.IV).

Regulation 41

*Deck Coverings**

Primary deck coverings within accommodation spaces, control stations, stairways and corridors shall be of approved material which will not readily ignite.

Regulation 42

Protection of Stairways and Lifts in Accommodation and Service Spaces

(a) All stairways and means of escape in accommodation and service spaces shall be of steel or other suitable materials.

(b) Passenger and service lift trunks, vertical trunks for light and air to passenger spaces, etc., shall be of "A" Class divisions. Doors shall be of steel or other equivalent material and when closed shall provide fire resistance at least as effective as the trunks in which they are fitted.

Regulation 43

Protection of Control Stations and Store-rooms

(a) Control stations shall be separated from the remainder of the ship by "A" Class bulkheads and decks.

(b) The boundary bulkheads of baggage rooms, mail rooms, store-rooms, paint and lamp lockers, galleys and similar spaces shall be of "A" Class divisions. Spaces containing highly inflammable stores shall be so situated as to minimize the danger to passengers or crew in the event of fire.

Regulation 44

Windows and Sidescuttles

(a) All windows and sidescuttles in bulkheads separating accommodation spaces from weather shall be constructed with frames of steel or other suitable material. The glass shall be retained by a metal glazing bead.

(b) All windows and sidescuttles in bulkheads within accommodation spaces shall be constructed so as to preserve the integrity requirements of the type of bulkhead in which they are fitted.

* Reference is made to Improved Provisional Guidelines on Test Procedures for Primary Deck Coverings, adopted by the Organization by Resolution A.214(VII).

Regulation 45

Ventilation Systems

Power ventilation of machinery spaces shall be capable of being stopped from an easily accessible position outside the machinery spaces.

Regulation 46

Details of Construction

(a) Paints, varnishes and similar preparations having a nitro-cellulose or other highly inflammable base shall not be used in any part of the ship.

(b) Pipes penetrating "A" or "B" Class divisions shall be of a material approved by the Administration having regard to the temperature such divisions are required to withstand. Pipes conveying oil or combustible liquids shall be of a material approved by the Administration having regard to the fire risk. Materials readily rendered ineffective by heat shall not be used for overboard scuppers, sanitary discharges, and other outlets which are close to the water-line and where the failure of the material in the event of fire would give rise to danger of flooding.

(c) In spaces containing main propulsion machinery, or oil-fired boilers, or auxiliary internal combustion type machinery of total power output of 746 kW or over, the following measures shall be taken:

(i) skylights shall be capable of being closed from outside the space;

(ii) skylights containing glass panels shall be fitted with external shutters of steel or other equivalent material permanently attached;

(iii) any window permitted by the Administration in casings of such spaces shall be of the non-opening type, and shall be fitted with an external shutter of steel or other equivalent material permanently attached; and

(iv) in the windows and skylights referred to in sub-paragraphs (i), (ii) and (iii) of this paragraph, wire reinforced glass shall be used.

Regulation 47

Fire Detection Systems and Fire-Extinguishing Equipment

(a) *Patrols and Detection*

(i) An efficient patrol system shall be maintained in all ships so that any outbreak of fire may be promptly detected. Manual fire alarms shall be fitted throughout the passenger and crew accommodation to enable the fire patrol to give an alarm immediately to the navigating bridge or fire control station.

(ii) An approved fire alarm or fire detecting system shall be provided which will automatically indicate at one or more suitable points or stations the presence or indication of fire and its location in any part of the ship which, in the opinion of the Administration, is not accessible to the patrol system, except where it is shown to the satisfaction of the Administration that the ship is engaged on voyages of such short duration that it would be unreasonable to apply this requirement.

(iii) The ship, whether new or existing, shall at all times when at sea, or in port (except when out of service), be so manned or equipped as to ensure that any initial fire alarm is immediately received by a responsible member of the crew.

(b) *Fire Pumps and Fire Main System*

The ship shall be provided with fire pumps, fire main system, hydrants and hoses complying with Regulation 5 of this Chapter and with the following requirements:

(i) A ship of 4,000 tons gross tonnage and upwards shall be provided with at least three independently driven fire pumps and every ship of less than 4,000 tons gross tonnage with at least two such fire pumps.

(ii) In a ship of 1,000 tons gross tonnage and upwards, the arrangement of sea connexions, pumps and sources of power for operating them shall be such as to ensure that a fire in any one compartment will not put all the fire pumps out of action.

(iii) In a ship of less than 1,000 tons gross tonnage the arrangements shall be to the satisfaction of the Administration.

(c) *Fire Hydrants, Hoses and Nozzles*

(i) The ship shall be provided with such number of fire hoses as the Administration may deem sufficient. There shall be at least one fire hose for each of the hydrants required by paragraph (d) of Regulation 5 of this Chapter and these hoses shall be used only for the purposes of extinguishing fires or testing the fire-extinguishing apparatus at fire drills and surveys.

(ii) In accommodation, service and machinery spaces, the number and position of hydrants shall be such that the requirements of paragraph (d) of Regulation 5 of this Chapter may be complied with when all watertight doors and all doors in main vertical zone bulkheads are closed.

(iii) The arrangements shall be such that at least two jets of water can reach any part of any cargo space when empty.

(iv) All required hydrants in the machinery spaces of ships with oil-fired boilers or internal combustion type propelling machinery shall be fitted with hoses having nozzles as required in paragraph (g) of Regulation 5 of this Chapter.

(d) *International Shore Connexion*

(i) A ship of 1,000 tons gross tonnage and upwards shall be provided with at least one international shore connexion, complying with paragraph (h) of Regulation 5 of this Chapter.

(ii) Facilities shall be available enabling such a connexion to be used on either side of the ship.

(e) *Portable Fire Extinguishers in Accommodation and Service Spaces*

The ship shall be provided in accommodation and service spaces with such approved portable fire extinguishers as the Administration may deem to be appropriate and sufficient.

(f) *Fixed Fire-Extinguishing Arrangements in Cargo Spaces*

(i) The cargo spaces of ships of 1,000 tons gross tonnage and upwards shall be protected by a fixed gas fire-extinguishing system complying with Regulation 8 of this Chapter.

(ii) Where it is shown to the satisfaction of the Administration that a ship is engaged on voyages of such short duration that it would be unreasonable to apply the requirements of sub-paragraph (i) of this paragraph and also in ships of less than 1,000 tons gross tonnage, the arrangements in cargo spaces shall be to the satisfaction of the Administration.

(g) *Fire-Extinguishing Appliances in Boiler Rooms, etc.*

Where main or auxiliary oil-fired boilers are situated, or in spaces containing oil fuel units or settling tanks, a ship shall be provided with the following arrangements:

(i) There shall be any one of the following fixed fire-extinguishing installations:

(1) a pressure water-spraying system complying with Regulation 11 of this Chapter;

(2) a gas fire-extinguishing installation complying with Regulation 8 of this Chapter;

(3) a fixed froth installation complying with Regulation 9 of this Chapter. (The Administration may require fixed or mobile arrangements by pressure water or froth spraying to fight fire above the floor plates.)

In each case if the engine and boiler rooms are not entirely separate, or if fuel oil can drain from the boiler room into the engine room bilges, the combined engine and boiler rooms shall be considered as one compartment.

(ii) There shall be at least two approved portable extinguishers discharging froth or other approved medium suitable for extinguishing oil fires, in each firing space in each boiler room and each space in which a part of the oil fuel installation is situated. There shall be not less than one approved froth type extinguisher of at least 136 litres (30 gallons) capacity or equivalent in each boiler room. These extinguishers shall be provided with hoses on reels suitable for reaching any part of the boiler room and spaces containing any part of the oil fuel installations.

(iii) In each firing space there shall be a receptacle containing sand, sawdust impregnated with soda or other approved dry material, in such quantity as may be required by the Administration. Alternatively an approved portable extinguisher may be substituted therefor.

(h) *Fire-Fighting Appliances in Spaces containing Internal Combustion Type Machinery*

Where internal combustion type engines are used, either for main propulsion or for auxiliary purposes associated with a total power output of not less than 746 kW, a ship shall be provided with the following arrangements:

(i) there shall be one of the fixed arrangements required by sub-paragraph (g)(i) of this Regulation;

(ii) there shall be in each engine space one approved froth-type extinguisher of not less than 45 litres (10 gallons) capacity or equivalent and also one approved portable froth-type extinguisher for each 746 kW of engine power output or part thereof; but the total number of portable extinguishers so supplied shall be not less than two and need not exceed six.

(i) *Fire-Fighting Arrangements in Spaces containing Steam Turbines and not requiring any Fixed Installation*

The Administration shall give special consideration to the fire-extinguishing arrangements to be provided in spaces containing steam turbines which are separated from boiler rooms by watertight bulkheads.

(j) *Fireman's Outfits and Personal Equipment*

(i) The minimum number of fireman's outfits complying with the requirements of Regulation 14 of this Chapter, and of additional sets of personal equipment, each such set comprising the items stipulated in sub-paragraphs (a)(i), (ii) and (iii) of that Regulation, to be carried, shall be as follows:

(1) two fireman's outfits; and in addition

(2) for every 80 metres (262 feet) or part thereof, of the aggregate of the lengths of all passenger spaces and service spaces on the deck which carries such spaces or, if there is more than one such deck, on the deck which has the largest aggregate of such lengths, two fireman's outfits and two sets of personal equipment, each such set comprising the items stipulated in Regulation 14(a)(i), (ii) and (iii) of this Chapter.

(ii) For each fireman's outfit which includes a self-contained breathing apparatus as provided in paragraph (b) of Regulation 14 of this Chapter, spare charges shall be carried on a scale approved by the Administration.

(iii) Fireman's outfits and sets of personal equipment shall be stored in widely separated positions ready for use. At least two fireman's outfits and one set of personal equipment shall be available at any one position.

Regulation 48

Means of Escape

(a) In and from all passenger and crew spaces and spaces in which crew are normally employed, other than machinery spaces, stairways and ladderways shall

be arranged so as to provide ready means of escape to the lifeboat embarkation deck. In particular the following precautions shall be complied with:

(i) below the bulkhead deck, two means of escape, at least one of which shall be independent of watertight doors, shall be provided for each watertight compartment or similarly restricted space or group of spaces. One of these means of escape may be dispensed with by the Administration, due regard being paid to the nature and the location of spaces concerned, and to the number of persons who normally might be quartered or employed there;

(ii) above the bulkhead deck, there shall be at least two practical means of escape from each main vertical zone or similarly restricted space or group of spaces at least one of which shall give access to a stairway forming a vertical escape; and

(iii) at least one of the means of escape shall be by means of a readily accessible enclosed stairway, which shall provide as far as practicable continuous fire shelter from the level of its origin to the lifeboat embarkation deck. The width, number and continuity of the stairways shall be to the satisfaction of the Administration.

(b) In machinery spaces, two means of escape, one of which may be a watertight door, shall be provided from each engine room, shaft tunnel and boiler room. In machinery spaces, where no watertight door is available, the two means of escape shall be formed by two sets of steel ladders as widely separated as possible leading to doors in the casing similarly separated and from which access is provided to the embarkation deck. In the case of ships of less than 2,000 tons gross tonnage, the Administration may dispense with this requirement, due regard being paid to the width and the disposition of the casing.

Regulation 49

Oil Fuel used for Internal Combustion Engines

No internal combustion engine shall be used for any fixed installation in a ship if its fuel has a flashpoint of 43°C (110°F) or less (closed cup test) as determined by an approved flashpoint apparatus.

Regulation 50

Special Arrangements in Machinery Spaces

(a) Means shall be provided for stopping ventilating fans serving machinery and cargo spaces and for closing all doorways, ventilators, annular spaces around funnels and other openings to such spaces. These means shall be capable of being operated from outside such spaces in case of fire.

(b) Machinery driving forced and induced draught fans, oil fuel transfer pumps, oil fuel unit pumps and other similar fuel pumps shall be fitted with remote controls situated outside the space concerned so that they may be stopped in the event of a fire arising in the space in which they are located.

(c) Every oil fuel suction pipe from a storage, settling or daily service tank situated above the double bottom shall be fitted with a cock or valve capable of being closed from outside the space concerned in the event of a fire arising in the space in which such tanks are situated. In the special case of deep tanks situated in any shaft or pipe tunnel, valves on the tanks shall be fitted but control in event of fire may be effected by means of an additional valve on the pipeline or lines outside the tunnel or tunnels.

PART D – FIRE SAFETY MEASURES FOR CARGO SHIPS*

Regulation 51

General Requirements for Cargo Ships of 4,000 tons Gross Tonnage and Upwards other than Tankers Covered by Part E of this Chapter

(a) The hull, superstructure, structural bulkheads, decks and deckhouses shall be constructed of steel, except where the Administration may sanction the use of other suitable material in special cases, having in mind the risk of fire.

(b) In accommodation spaces, the corridor bulkheads shall be of steel or be constructed of "B" Class panels.

(c) Deck coverings within accommodation spaces on the decks forming the crown of machinery and cargo spaces shall be of a type which will not readily ignite.†

(d) Interior stairways below the weather deck shall be of steel or other suitable material. Crew lift trunks within accommodation shall be of steel or equivalent material.

(e) Bulkheads of galleys, paint stores, lamp rooms, boatswain's stores when adjacent to accommodation spaces and emergency generator rooms if any, shall be of steel or equivalent material.

(f) In accommodation and machinery spaces, paints, varnishes and similar preparations having a nitro-cellulose or other highly inflammable base shall not be used.

(g) Pipes conveying oil or combustible liquids shall be of a material approved by the Administration having regard to the fire risk. Materials readily rendered ineffective by heat shall not be used for overboard scuppers, sanitary discharges, and other outlets which are close to the water-line and where the failure of the material in the event of fire would give rise to danger of flooding.

(h) Power ventilation of machinery spaces shall be capable of being stopped from an easily accessible position outside the machinery spaces.

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* Reference is made to Recommendation on Safety Measures for Periodically Unattended Machinery Spaces of Cargo Ships additional to those normally considered necessary for an Attended Machinery Space, adopted by the Organization by Resolution A.211(VII).

† Reference is made to Improved Provisional Guidelines on Test Procedures for Primary Deck Coverings, adopted by the Organization by Resolution A.214(VII).

Regulation 52

Fire-Extinguishing Systems and Equipment

(a) *Application*

Where ships have a lower gross tonnage than those quoted in this Regulation, the arrangements for the items covered in this Regulation shall be to the satisfaction of the Administration.

(b) *Fire Pumps and Fire Main System*

The ship shall be provided with fire pumps, fire main system, hydrants and hoses complying with Regulation 5 of this Chapter and with the following requirements:

(i) A ship of 1,000 tons gross tonnage and upwards shall be provided with two independently driven power pumps.

(ii) In a ship of 1,000 tons gross tonnage and upwards if a fire in any one compartment could put all the pumps out of action, there must be an alternative means of providing water for fire fighting. In a ship of 2,000 tons gross tonnage and upwards this alternative means shall be a fixed emergency pump independently driven. This emergency pump shall be capable of supplying two jets of water to the satisfaction of the Administration.

(c) *Fire Hydrants, Hoses and Nozzles*

(i) In a ship of 1,000 tons gross tonnage and upwards the number of fire hoses to be provided, each complete with couplings and nozzles, shall be one for each 30 metres (100 feet) length of the ship and one spare but in no case less than five in all. This number does not include any hoses required in any engine or boiler room. The Administration may increase the number of the hoses required so as to ensure that hoses in sufficient number are available and accessible at all times, having regard to the type of the ship and the nature of the trade on which the ship is employed.

(ii) In accommodation, service and machinery spaces, the number and position of hydrants shall be such as to comply with the requirements of paragraph (d) of Regulation 5 of this Chapter.

(iii) In a ship the arrangements shall be such that at least two jets of water can reach any part of any cargo space when empty.

(iv) All required hydrants in the machinery spaces of ships with oil-fired boilers or internal combustion type propelling machinery shall be fitted with hoses having nozzles as required in paragraph (g) of Regulation 5 of this Chapter.

(d) *International Shore Connexion*

(i) A ship of 1,000 tons gross tonnage and upwards shall be provided with at least one international shore connexion, complying with paragraph (h) of Regulation 5 of this Chapter.

(ii) Facilities shall be available enabling such a connexion to be used on either side of the ship.

(e) *Portable Fire Extinguishers in Accommodation and Service Spaces*

The ship shall be provided in accommodation and service spaces with such approved portable fire extinguishers as the Administration may deem to be appropriate and sufficient; in any case, their number shall not be less than five for ships of 1,000 tons gross tonnage and upwards.

(f) *Fixed Fire-Extinguishing Arrangements in Cargo Spaces*

(i) Cargo spaces of ships of 2,000 tons gross tonnage and upwards shall be protected by a fixed fire-extinguishing system complying with Regulation 8 of this Chapter.

(ii) The Administration may exempt from the requirements of sub-paragraph (i) of this paragraph the cargo holds of any ship (other than the tanks of a tanker):

(1) if they are provided with steel hatch covers and effective means of closing all ventilators and other openings leading to the holds;

(2) if the ship is constructed and intended solely for carrying such cargoes as ore, coal or grain; or

(3) where it is shown to the satisfaction of the Administration that the ship is engaged on voyages of such short duration that it would be unreasonable to apply the requirement.

(iii) Every ship in addition to complying with the requirements of this Regulation shall, while carrying explosives of such nature or in such quantity as are not permitted to be carried in passenger ships under Regulation 7 of Chapter VII of this Convention comply with the following requirements:

(1) Steam shall not be used in any compartment containing explosives. For the purpose of this sub-paragraph, "compartment" means all spaces contained between two adjacent permanent bulkheads and includes the lower hold and all cargo spaces above it.

(2) In addition, in each compartment containing explosives and in adjacent cargo compartments, there shall be provided a smoke- or fire-detection system in each cargo space.

(g) *Fire-Extinguishing Appliances in Boiler Rooms, etc.*

Where main or auxiliary oil-fired boilers are situated, or in spaces containing oil fuel units or settling tanks, a ship of 1,000 tons gross tonnage and upwards shall be provided with the following arrangements:

(i) There shall be any one of the following fixed fire-extinguishing installations:

(1) A pressure water-spraying system complying with Regulation 11 of this Chapter.

(2) A fire-extinguishing installation complying with Regulation 8 of this Chapter.

(3) A fixed froth installation complying with Regulation 9 of this Chapter. (The Administration may require fixed or mobile

arrangements by pressure water or froth spraying to fight fire above the floor plates.)

In each case if the engine and boiler rooms are not entirely separate, or if fuel oil can drain from the boiler room into the engine room bilges, the combined engine and boiler rooms shall be considered as one compartment.

(ii) There shall be at least two approved portable extinguishers discharging froth or other approved medium suitable for extinguishing oil fires in each firing space in each boiler room and each space in which a part of the oil fuel installation is situated. In addition, there shall be at least one extinguisher of the same description with a capacity of 9 litres (2 gallons) for each burner, provided that the total capacity of the additional extinguisher or extinguishers need not exceed 45 litres (10 gallons) for any one boiler room.

(iii) In each firing space there shall be a receptacle containing sand, sawdust impregnated with soda, or other approved dry material in such quantity as may be required by the Administration. Alternatively an approved portable extinguisher may be substituted therefor.

(h) *Fire-Fighting Appliances in Spaces containing Internal Combustion Type Machinery*

Where internal combustion type engines are used, either for main propulsion machinery, or for auxiliary purposes associated with a total power output of not less than 746 kW, a ship of 1,000 tons gross tonnage and upwards shall be provided with the following arrangements:

(i) There shall be one of the fixed arrangements required by sub-paragraph (g)(i) of this Regulation.

(ii) There shall be in each engine space one approved froth-type extinguisher of not less than 45 litres (10 gallons) capacity or equivalent and also one approved portable froth extinguisher for each 746 kW of engine power output or part thereof; but the total number of portable extinguishers so supplied shall be not less than two and need not exceed six.

(i) *Fire-Fighting Arrangements in Spaces containing Steam Turbines and not requiring any Fixed Installation*

The Administration shall give special consideration to the fire-extinguishing arrangements to be provided in spaces containing steam turbines which are separated from boiler rooms by watertight bulkheads.

(j) *Fireman's Outfits and Personal Equipment*

(i) The ship, whether new or existing, shall carry at least two fireman's outfits complying with the requirements of Regulation 14 of this Chapter. Furthermore, Administrations may require in large ships additional sets of personal equipment and in tankers and special ships such as factory ships additional fireman's outfits.

(ii) For each fireman's outfit which includes a self-contained breathing apparatus as provided in paragraph (b) of Regulation 14 of this Chapter, spare charges shall be carried on a scale approved by the Administration.

(iii) The fireman's outfits and personal equipment shall be stored so as to be easily accessible and ready for use and, where more than one fireman's outfit and set of personal equipment are carried, they shall be stored in widely separated positions.

Regulation 53

Means of Escape

(a) In and from all crew and passenger spaces and spaces in which crew are normally employed, other than machinery spaces, stairways and ladders shall be arranged so as to provide ready means of escape to the lifeboat embarkation deck.

(b) In machinery spaces, two means of escape, one of which may be a watertight door, shall be provided from each engine room, shaft tunnel and boiler room. In machinery spaces, where no watertight door is available, the two means of escape shall be formed by two sets of steel ladders as widely separated as possible leading to doors in the casing similarly separated and from which access is provided to the embarkation deck. In the case of ships of less than 2,000 tons gross tonnage, the Administration may dispense with this requirement, due regard being paid to the width and the disposition of the casing.

Regulation 54

Special Arrangements in Machinery Spaces

(a) Means shall be provided for stopping ventilating fans serving machinery and cargo spaces and for closing all doorways, ventilators, annular spaces around funnels and other openings to such spaces. These means shall be capable of being operated from outside such spaces in case of fire.

(b) Machinery driving forced and induced draught fans, oil fuel transfer pumps, oil fuel unit pumps and other similar fuel pumps shall be fitted with remote controls situated outside the space concerned so that they may be stopped in the event of a fire arising in the space in which they are located.

(c) Every oil fuel suction pipe from a storage, settling or daily service tank situated above the double bottom shall be fitted with a cock or valve capable of being closed from outside the space concerned in the event of a fire arising in the space in which such tanks are situated. In the special case of deep tanks situated in any shaft or pipe tunnel, valves on the tanks shall be fitted but control in event of fire may be effected by means of an additional valve on the pipeline or lines outside the tunnel or tunnels.

PART E – FIRE SAFETY MEASURES FOR TANKERS

Regulation 55

Application

(a) This Part shall apply to all new tankers carrying crude oil and petroleum products having a flashpoint not exceeding 60°C (140°F) (closed cup test) as determined by an approved flashpoint apparatus and whose Reid vapour pressure is below that of atmospheric pressure, and other liquid products having a similar fire hazard.

(b) In addition, all ships covered by this Part shall comply with the requirements of Regulations 52, 53 and 54 of this Chapter, except that paragraph (f) of Regulation 52 need not apply to tankers complying with Regulation 60 of this Chapter.

(c) Where cargoes other than those referred to in paragraph (a) of this Regulation which introduce additional fire hazards are intended to be carried, additional safety measures shall be required to the satisfaction of the Administration.

(d) Combination carriers shall not carry solid cargoes unless all cargo tanks are empty of oil and gas freed or unless, in each case, the Administration is satisfied with the arrangements provided.

Regulation 56

Location and Separation of Spaces

(a) Machinery spaces of Category A shall be positioned aft of cargo tanks and slop tanks and shall be isolated from them by a cofferdam, cargo pump room or oil fuel bunker tank; they shall also be situated aft of such cargo pump rooms and cofferdams, but not necessarily aft of the oil fuel bunker tanks. However, the lower portion of the pump room may be recessed into such spaces to accommodate pumps provided the deck head of the recess is in general not more than one-third of the moulded depth above the keel except that in the case of ships of not more than 25,000 metric tons deadweight, where it can be demonstrated that for reasons of access and satisfactory piping arrangements this is impracticable, the Administration may permit a recess in excess of such height, but not exceeding one half of the moulded depth above the keel.

(b) Accommodation spaces, main cargo control stations, control stations and service spaces shall be positioned aft of all cargo tanks, slop tanks, cargo pump rooms and cofferdams which isolate cargo or slop tanks from machinery spaces of Category A. Any common bulkhead separating a cargo pump room, including the pump room entrance, from accommodation and service spaces and control stations shall be constructed to "A-60" Class. Where deemed necessary, accommodation spaces, control stations, machinery spaces other than those of Category A and service spaces may be permitted forward of all cargo tanks, slop tanks, cargo pump rooms and cofferdams subject to an equivalent standard of safety and appropriate availability of fire-extinguishing arrangements being provided to the satisfaction of the Administration.

(c) Where the fitting of a navigation position above the cargo tank area is shown to be necessary it shall be for navigation purposes only and it shall be separated from the cargo tank deck by means of an open space with a height of at least 2 metres. The fire protection of such navigation position shall in addition be as required for control spaces as set forth in paragraphs (a) and (b) of Regulation 57 and other provisions as applicable of this Part.

(d) Means shall be provided to keep deck spills away from the accommodation and service areas. This may be accomplished by provision of a permanent continuous coaming of a suitable height extending from side to side. Special consideration shall be given to the arrangements associated with stern loading.

(e) Exterior boundaries of superstructures and deckhouses enclosing accommodation and service spaces and including any overhanging decks which support such accommodation, shall be insulated to "A-60" Class for the whole of the portions which face cargo oil tanks and for 3 metres aft of the front boundary. In the case of the sides of these superstructures and deckhouses, such insulation shall be carried as high as is deemed necessary by the Administration.

(f) In boundaries, facing cargo tanks, of superstructures and deckhouses containing accommodation and service spaces the following provisions shall apply:

(i) No doors shall be permitted in such boundaries, except that doors to those spaces not having access to accommodation and service spaces, such as cargo control stations, provision rooms, and storerooms may be permitted by the Administration. Where such doors are fitted, the boundaries of the space shall be insulated to "A-60" Class. Bolted plates for removal of machinery may be fitted in such boundaries.

(ii) Portlights in such boundaries shall be of a fixed (non-opening) type. Pilot house windows may be non-fixed (opening).

(iii) Portlights in the first tier on the main deck shall be fitted with inside covers of steel or equivalent material.

The requirements of this paragraph, where applicable, except in the case of access to the navigating bridge spaces, shall also be applied to the boundaries of the superstructures and deckhouses for a distance of 5 metres measured longitudinally from the forward end of such structures.

Regulation 57

Construction

(a) (i) The hull, superstructure, structural bulkheads, decks and deckhouses shall be constructed of steel or other equivalent material.

(ii) Bulkheads between cargo pump rooms, including their trunks and machinery spaces of Category A shall be "A" Class and shall have no penetrations which are less than "A-0" Class or equivalent in all respects, other than the cargo pump shaft glands and similar glanded penetrations.

(iii) Bulkheads and decks forming divisions separating machinery spaces of Category A and cargo pump rooms, including their trunks, respectively, from the accommodation and service spaces shall be of "A-60" Class. Such bulkheads and decks and any boundaries of machinery spaces of Category A and cargo pump rooms shall not be pierced for windows or portlights.

(iv) The requirements of sub-paragraphs (ii) and (iii) of this paragraph, however, do not preclude the installation of permanent approved gas-tight lighting enclosures for illuminating the pump rooms provided that they are of adequate strength and maintain the integrity and gas-tightness of the bulkhead as "A" Class. Further, it does not preclude the use of windows in a control room located entirely within a machinery space.

(v) Control stations shall be separated from adjacent enclosed spaces by means of "A" Class bulkheads and decks. The insulation of these control station boundaries shall be to the satisfaction of the Administration having in mind the risk of fire in adjacent spaces.

(vi) Casing doors in machinery spaces of Category A shall be self-closing and comply with the related provisions of sub-paragraph (b)(vii) of this Regulation.

(vii) The surface of the insulation on interior boundaries of machinery spaces of Category A shall be impervious to oil and oil vapours.

(viii) Primary deck coverings, if applied, shall be of approved materials which will not readily ignite.*

(ix) Interior stairways shall be of steel or other suitable material.

(x) When adjacent to accommodation spaces, bulkheads of galleys, paint stores, lamp rooms and boatswain's stores shall be of steel or equivalent material.

(xi) Paints, varnishes and other finishes used on exposed interior surfaces shall not be of a nature to offer an undue fire hazard in the judgement of the Administration and shall not be capable of producing excessive quantities of smoke or other toxic properties.

(xii) Pipes conveying oil or combustible liquids shall be of a material approved by the Administration having regard to the fire risk. Materials readily rendered ineffective by heat shall not be used for overboard scuppers, sanitary discharges, and other outlets which are close to the water-line and where the failure of the material in the event of fire would give rise to danger of flooding.

(xiii) Power ventilation of machinery spaces shall be capable of being stopped from an easily accessible position outside the machinery spaces.

(xiv) Skylights to machinery spaces of Category A and cargo pump rooms shall comply with the provisions of sub-paragraph (a)(iii) of this Regulation in respect of windows and portlights and in addition shall be so arranged as to be capable of being readily closed from outside the spaces which they serve.

(b) Within the accommodation and service spaces and control stations the following conditions shall apply:

(i) Corridor bulkheads including doors shall be of "A" or "B" Class divisions extending from deck to deck. Where continuous "B" Class ceilings and/or linings are fitted on both sides of the bulkhead, the bulkhead may terminate at the continuous ceiling or lining. Doors of cabins and public spaces in such bulkheads may have a louvre in the lower half.

(ii) Air spaces enclosed behind ceilings, panellings, or linings shall be divided by close fitting draught stops spaced not more than 14 metres apart.

(iii) Ceilings, linings, bulkheads and insulation except for insulation in refrigerated compartments shall be of non-combustible material. Vapour barriers and adhesives used in conjunction with insulation, as well as insulation of pipe fittings for cold service systems need not be non-combustible, but they shall be kept to the minimum quantity practicable and their exposed surfaces shall have resistance to propagation of flame to the satisfaction of the Administration.

(iv) The framing, including grounds and the joint pieces of bulkheads, linings, ceilings and draught stops, if fitted, shall be of non-combustible material.

(v) All exposed surfaces in corridors and stairway enclosures and surfaces in concealed or inaccessible spaces shall have low flame-spread characteristics.*

(vi) Bulkheads, linings and ceilings may have combustible veneer, provided that such veneer shall not exceed 2 millimetres within any such space except corridors, stairway enclosures and control stations where it shall not exceed 1.5 millimetres.

(vii) Stairways which penetrate only a single deck shall be protected at least at one level by "A" or "B" Class divisions and self-closing doors so as to limit the rapid spread of fire from one deck to another. Crew lift trunks shall be of "A" Class divisions. Stairways and lift trunks which penetrate more than a single deck shall be surrounded by "A" Class divisions and protected by self-closing steel doors at all levels. Self-closing doors shall not be fitted with hold-back hooks. However, hold-back arrangements fitted with remote release fittings of the fail-safe type may be utilized.

(c) Ducts provided for ventilation of machinery spaces of Category "A" shall not in general pass through accommodation and service spaces or control stations, except that the Administration may permit relaxation from this requirement provided that:

(i) the ducts are constructed of steel and each is insulated to "A-60" Class; or

* Reference is made to Improved Provisional Guidelines on Test Procedures for Primary Deck Coverings, adopted by the Organization by Resolution A.214(VII).

* Reference is made to Guidelines on the Evaluation of Fire Hazard Properties of Materials, adopted by the Organization by Resolution A.166(ES.IV).

(ii) the ducts are constructed of steel and are fitted with an automatic fire damper close to the boundary penetrated and are insulated to "A-60" Class from the machinery space of Category A to a point at least 5 metres beyond the fire damper.

(d) Ducts provided for ventilation of accommodation and service spaces or control stations shall not in general pass through machinery spaces of Category A except that the Administration may permit relaxation from this requirement provided that ducts are constructed of steel and an automatic fire damper is fitted close to the boundaries penetrated.

Regulation 58

Ventilation

(a) The arrangement and positioning of openings in the cargo tank deck from which gas emission can occur shall be such as to minimize the possibility of gas being admitted to enclosed spaces containing a source of ignition, or collecting in the vicinity of deck machinery and equipment which may constitute an ignition hazard. In every case the height of the outlet above the deck and the discharge velocity of the gas shall be considered in conjunction with the distance of any outlet from any deckhouse opening or source of ignition.

(b) The arrangement of ventilation inlets and outlets and other deckhouse and superstructure boundary space openings shall be such as to complement the provisions of paragraph (a) of this Regulation. Such vents especially for machinery spaces shall be situated as far aft as practicable. Due consideration in this regard should be given when the ship is equipped to load or discharge at the stern. Sources of ignition such as electrical equipment shall be so arranged as to avoid an explosion hazard.

(c) Cargo pump rooms shall be mechanically ventilated and discharges from the exhaust fans shall be led to a safe place on the open deck. The ventilation of these rooms shall have sufficient capacity to minimize the possibility of accumulation of inflammable vapours. The number of changes of air shall be at least 20 times per hour, based upon the gross volume of the space. The air ducts shall be arranged so that all of the space is effectively ventilated. The ventilation shall be of the suction type.

Regulation 59

Means of Escape

In addition to the requirements of paragraph (a) of Regulation 53 of this Chapter, consideration shall be given by the Administration to the availability of emergency means of escape for personnel from each cabin.

Regulation 60

Cargo Tank Protection

(a) For tankers of 100,000 metric tons deadweight and upwards and combination carriers of 50,000 metric tons deadweight and upwards, the protection of the cargo tanks deck area and cargo tanks shall be achieved by a fixed deck froth system and a fixed inert gas system in accordance with the requirements of Regulations 61 and 62 of this Part except that in lieu of the above installations the Administration, after having given consideration to the ship arrangement and equipment, may accept other combinations of fixed installations if they afford protection equivalent to the above, in accordance with Regulation 5 of Chapter I of this Convention.

(b) To be considered equivalent, the system proposed in lieu of the deck froth system shall:

(i) be capable of extinguishing spill fires and also preclude ignition of spilled oil not yet ignited; and

(ii) be capable of combating fires in ruptured tanks.

(c) To be considered equivalent, the system proposed in lieu of the fixed inert gas system shall:

(i) be capable of preventing dangerous accumulations of explosive mixtures in intact cargo tanks during normal service throughout the ballast voyage and necessary in-tank operations; and

(ii) be so designed as to minimize the risk of ignition from the generation of static electricity by the system itself.

(d) In tankers of less than 100,000 metric tons deadweight and combination carriers of less than 50,000 metric tons deadweight the Administration, in applying the requirements of paragraph (f) of Regulation 52 of this Chapter, may accept a froth system, capable of discharging froth internally or externally, to the tanks. The details of such installation shall be to the satisfaction of the Administration.

Regulation 61

Fixed Deck Froth System

The fixed deck froth system referred to in paragraph (a) of Regulation 60 of this Chapter shall be designed as follows:

(a) The arrangements for providing froth shall be capable of delivering froth to the entire cargo tank area as well as into any cargo tank, the deck of which has been ruptured.

(b) The system shall be capable of simple and rapid operation. The main control station for the system shall be suitably located outside of the cargo tank area, adjacent to the accommodation spaces and readily accessible and operable in the event of fire in the areas protected.

(c) The rate of supply of froth solution shall be not less than the greater of the following:

(i) 0.6 litres per minute per square metre of the cargo deck area, where cargo deck area means the maximum breadth of the ship times the total longitudinal extent of the cargo tank spaces, or

(ii) 6 litres per minute per square metre of the horizontal sectional area of the single tank having the largest such area.

Sufficient froth concentrate shall be supplied to ensure at least 20 minutes of froth generation when using solution rates stipulated in sub-paragraph (i) or (ii) of this paragraph, whichever is the greater. The froth expansion ratio (i.e. the ratio of the volume of froth produced to the volume of the mixture of water and froth-making concentrate supplied) shall not generally exceed 12 to 1. Where systems essentially produce low expansion froth but at an expansion ratio slightly in excess of 12 to 1, the quantity of froth solution available shall be calculated as for 12 to 1 expansion ratio systems. When medium expansion ratio froth (between 50 to 1 and 150 to 1 expansion ratio) is employed the application rate of the froth and the capacity of a monitor installation shall be to the satisfaction of the Administration.

(d) Froth from the fixed froth system shall be supplied by means of monitors and froth applicators. At least 50 per cent of the required froth rate shall be delivered from each monitor.

(e) (i) The number and position of monitors shall be such as to comply with paragraph (a) of this Regulation. The capacity of any monitor in litres per minute of froth solution shall be at least three times the deck area in square metres protected by that monitor, such area being entirely forward of the monitor.

(ii) The distance from the monitor to the farthest extremity of the protected area forward of that monitor shall not be more than 75 per cent of the monitor throw in still air conditions.

(f) A monitor and hose connexion for a froth applicator shall be situated both port and starboard at the poop front or accommodation spaces facing the cargo deck. Applicators shall be provided for flexibility of action during fire-fighting operations and to cover areas screened from the monitors.

(g) Valves shall be provided in both the froth main and the fire main immediately forward of every monitor position to isolate damaged sections of these mains.

(h) Operation of a deck froth system at its required output shall permit the simultaneous use of the minimum required number of jets of water at the required pressure from the fire main.

Regulation 62

Inert Gas System

The inert gas system referred to in paragraph (a) of Regulation 60 of this Chapter shall be capable of providing on demand a gas or mixture of gases to the cargo tanks so deficient in oxygen that the atmosphere within a tank may be rendered inert, i.e. incapable of propagating flame. Such a system shall satisfy the following conditions:

(a) The need for fresh air to enter a tank during normal operations shall be eliminated, except when preparing a tank for entry by personnel.

(b) Empty tanks shall be capable of being purged with inert gas to reduce the hydrocarbon content of a tank after discharge of cargo.

(c) The washing of tanks shall be capable of being carried out in an inert atmosphere.

(d) During cargo discharge, the system shall be such as to ensure that the volume of gas referred to in paragraph (f) of this Regulation is available. At other times sufficient gas to ensure compliance with paragraph (g) of this Regulation shall be continuously available.

(e) Suitable means for purging the tanks with fresh air as well as with inert gas shall be provided.

(f) The system shall be capable of supplying inert gas at a rate of at least 125 per cent of the maximum rated capacity of the cargo pumps.

(g) Under normal running conditions, when tanks are being filled or have been filled with inert gas, a positive pressure shall be capable of being maintained at the tank.

(h) Exhaust gas outlets for purging shall be suitably located in the open air and shall be to the same general requirements as prescribed for ventilating outlets of tanks, referred to in paragraph (a) of Regulation 58 of this Chapter.

(i) A scrubber shall be provided which will effectively cool the gas and remove solids and sulphur combustion products.

(j) At least two fans (blowers) shall be provided which together shall be capable of delivering at least the amount of gas stipulated in paragraph (f) of this Regulation.

(k) The oxygen content in the inert gas supply shall not normally exceed 5 per cent by volume.

(l) Means shall be provided to prevent the return of hydrocarbon gases or vapours from the tanks to the machinery spaces and uptakes and prevent the development of excessive pressure or vacuum. In addition, an effective water lock shall be installed at the scrubber or on deck. Branch piping for inert gas shall be fitted with stop valves or equivalent means of control at every tank. The system shall be so designed as to minimize the risk of ignition from the generation of static electricity.

(m) Instrumentation shall be fitted for continuously indicating and permanently recording at all times when inert gas is being supplied the pressure and oxygen content of the gas in the inert gas supply main on the discharge side of the fan. Such instrumentation should preferably be placed in the cargo control room if fitted but in any case shall be easily accessible to the officer in charge of cargo operations. Portable instruments suitable for measuring oxygen and hydrocarbon gases or vapour and the necessary tank fittings shall be provided for monitoring the tank contents.

(n) Means for indicating the temperature and pressure of the inert gas main shall be provided.

(o) Alarms shall be provided to indicate:

(i) high oxygen content of gas in the inert gas main;

(ii) low gas pressure in the inert gas main;

(iii) low pressure in the supply to the deck water seal, if such equipment is installed;

(iv) high temperature of gas in the inert gas main; and

(v) low water pressure to the scrubber

and automatic shut-downs of the system shall be arranged on predetermined limits being reached in respect of sub-paragraphs (iii), (iv) and (v) of this paragraph.

(p) The master of any ship equipped with an inert gas system shall be provided with an instruction manual covering operational, safety and occupational health requirements relevant to the system.

Regulation 63

Cargo Pump Room

Each cargo pump room shall be provided with a fixed fire-fighting system operated from a readily accessible position outside the pump room. The system shall use water-spray or another suitable medium satisfactory to the Administration.

Regulation 64

Hose Nozzles

All hose water nozzles provided shall be of an approved dual purpose type (i.e. spray/jet type) incorporating a shut-off.

PART F – SPECIAL FIRE SAFETY MEASURES FOR EXISTING PASSENGER SHIPS

(For the purposes of this Part of this Chapter, all references to Regulation ... (1948) mean references to Regulations of Chapter II of the International Convention for the Safety of Life at Sea, 1948, and all references to Regulation ... (1960) mean, unless otherwise stated, references to Regulations of Chapter II of the International Convention for the Safety of Life at Sea, 1960)

Regulation 65

Application

Any passenger ship carrying more than 36 passengers shall at least comply as follows:

(a) A ship, the keel of which was laid before 19 November 1952, shall comply with the provisions of Regulations 66 to 85 inclusive of this Part.

(b) A ship, the keel of which was laid on or after 19 November 1952 but before 26 May 1965, shall comply with the provisions of the International Convention for the Safety of Life at Sea, 1948, relating to the fire safety measures applicable in that Convention to new ships and shall also comply with the provisions of Regulations 68(b) and (c), 75, 77(b), 78, 80(b), 81(b) to (g), 84 and 85 of this Part.

(c) A ship, the keel of which was laid on or after 26 May 1965, but before the present Convention comes into force, shall, unless it complies with Parts A and B of this Chapter, comply with the provisions of the International Convention for the Safety of Life at Sea, 1960 relating to the fire safety measures applicable in that Convention to new ships and shall also comply with Regulations 68(b) and (c), 80(b), 81(b), (c) and (d) and 85 of this Part.

Regulation 66

Structure

The structural components shall be of steel or other suitable material in compliance with Regulation 27 (1948), except that isolated deckhouses containing no accommodation and decks exposed to the weather may be of wood if structural fire protection measures are taken to the satisfaction of the Administration.

Regulation 67

Main Vertical Zones

The ship shall be subdivided by "A" Class divisions into main vertical zones in compliance with Regulation 28 (1948). Such divisions shall have as far as practicable adequate insulating value, taking into account the nature of the adjacent spaces as provided for in Regulation 26(c)(iv) (1948).

Regulation 68

Openings in Main Vertical Zone Bulkheads

(a) The ship shall comply substantially with Regulation 29 (1948).

(b) Fire doors shall be of steel or equivalent material with or without non-combustible insulation.

(c) In the case of ventilation trunks and ducts having a cross-sectional area of 0.02 square metres (31 square inches) or more which pass through main zone divisions, the following additional provisions shall apply:

(i) for trunks and ducts having cross-sectional areas between 0.02 square metres (31 square inches) and 0.075 square metres (116 square inches) inclusive, fire dampers shall be of a fail-safe automatic closing type, or such trunks and ducts shall be insulated for at least 457 millimetres (18 inches) on each side of the division to meet the applicable bulkhead requirements;

(ii) for trunks and ducts having a cross-sectional area exceeding 0.075 square metres (116 square inches), fire dampers shall be of a fail-safe automatic closing type.

Regulation 69

Separation of Accommodation Spaces from Machinery, Cargo and Service Spaces

The ship shall comply with Regulation 31 (1948).

Regulation 70

Application relative to Methods I, II and III

Each accommodation space and service space in a ship shall comply with all the provisions stipulated in one of the paragraphs (a), (b), (c) or (d) of this Regulation:

(a) When a ship is being considered for acceptance in the context of Method I, a network of non-combustible "B" Class bulkheads shall be provided in substantial compliance with Regulation 30(a) (1948) together with maximum use of non-combustible materials in compliance with Regulation 39(a) (1948).

(b) When a ship is being considered for acceptance in the context of Method II:

(i) an automatic sprinkler and fire alarm system shall be provided which shall be in substantial compliance with Regulations 42 and 48 (1948), and

(ii) the use of combustible materials of all kinds shall be reduced as far as is reasonable and practicable.

(c) When a ship is being considered for acceptance in the context of Method III, a network of fire-retarding bulkheads shall be fitted from deck to deck in substantial compliance with Regulation 30(b) (1948), together with an automatic fire detection system in substantial compliance with Regulation 43 (1948). The use of combustible and highly inflammable materials shall be restricted as prescribed in Regulations 39(b) and 40(g) (1948). Departure from the requirements of Regulations 39(b) and 40(g) (1948) may be permitted if a fire patrol is provided at intervals not exceeding 20 minutes.

(d) When a ship is being considered for acceptance in the context of Method III:

(i) additional "A" Class divisions shall be provided within the accommodation spaces in order to reduce in these spaces the mean length of the main vertical zones to about 20 metres (65.5 feet); and

(ii) an automatic fire detection system shall be provided in substantial compliance with Regulation 43 (1948); and

(iii) all exposed surfaces, and their coatings, of corridor and cabin bulkheads in accommodation spaces shall be of limited flame-spreading power; and

(iv) the use of combustible materials shall be restricted as prescribed in Regulation 39(b) (1948). Departure from the requirements of Regulation 39(b) (1948) may be permitted if a fire patrol is provided at intervals not exceeding 20 minutes; and

(v) additional non-combustible "B" Class divisions shall be fitted from deck to deck forming a network of fire-retarding bulkheads within which the area of any compartment, except public spaces, will in general not exceed 300 square metres (3,200 square feet).

Regulation 71

Protection of Vertical Stairways

The stairways shall comply with Regulation 33 (1948) except that, in cases of exceptional difficulty, the Administration may permit the use of non-combustible "B" Class divisions and doors instead of "A" Class divisions and doors for stairway enclosures. Moreover, the Administration may permit exceptionally the retention of a wooden stairway subject to its being sprinkler-protected and satisfactorily enclosed.

Regulation 72

Protection of Lifts (Passenger and Service), Vertical Trunks for Light and Air, etc.

The ship shall comply with Regulation 34 (1948).

Regulation 73

Protection of Control Stations

The ship shall comply with Regulation 35 (1948), except however that in cases where the disposition or construction of control stations is such as to preclude full compliance, e.g. timber construction of wheelhouse, the Administration may permit the use of free-standing non-combustible "B" Class divisions to protect the boundaries of such control stations. In such cases, where spaces immediately below such control stations constitute a significant fire hazard, the deck between shall be fully insulated as an "A" Class division.

Regulation 74

Protection of Store-rooms, etc.

The ship shall comply with Regulation 36 (1948).

Regulation 75

Windows and Sidescuttles

Skylights of engine and boiler spaces shall be capable of being closed from outside such spaces.

Regulation 76

Ventilation Systems

(a) All power ventilation, except cargo and machinery space ventilation, shall be fitted with master controls so located outside the machinery space and in readily accessible positions, that it shall not be necessary to go to more than three stations in order to stop all the ventilation fans to spaces other than machinery and cargo spaces. Machinery space ventilation shall be provided with a master control operable from a position outside the machinery space.

(b) Efficient insulation shall be provided for exhaust ducts from galley ranges where the ducts pass through accommodation spaces.

Regulation 77

Miscellaneous Items

(a) The ship shall comply with Regulation 40(a), (b) and (f) (1948), except that in Regulation 40(a)(i) (1948), 20 metres (65.5 feet) may be substituted for 13.73 metres (45 feet).

(b) Fuel pumps shall be fitted with remote controls situated outside the space concerned so that they may be stopped in the event of a fire arising in the space in which they are located.

Regulation 78

Cinematograph Film

Cellulose-nitrate-based film shall not be used in cinematograph installations on board ship.

Regulation 79

Plans

Plans shall be provided in compliance with Regulation 44 (1948).

Regulation 80

Pumps, Fire Main Systems, Hydrants and Hoses

(a) The provisions of Regulation 45 (1948) shall be complied with.

(b) Water from the fire main shall, as far as practicable, be immediately available, such as by maintenance of pressure or by remote control of fire pumps, which control shall be easily operable and readily accessible.

Regulation 81

Fire Detection and Extinction Requirements

General

(a) The requirements of Regulation 50(a) to (o) (1948) inclusive shall be complied with, subject to further provisions of this Regulation.

Patrols, Detection and Communication System

(b) Each member of any fire patrol required by this Part shall be trained to be familiar with the arrangements of the ship as well as the location and operation of any equipment he may be called upon to use.

(c) A special alarm to summon the crew shall be fitted which may be part of the ship's general alarm system.

(d) A public address system or other effective means of communication shall also be available throughout the accommodation, public and service spaces.

Machinery and Boiler Spaces

(e) The number, type and distribution of fire extinguishers shall comply with paragraphs (g)(ii), (g)(iii) and (h)(ii) of Regulation 64 (1960).

International Shore Connexion

(f) The provisions of Regulation 64(i) (1960) shall be complied with.

Fireman's Outfits

(g) The provisions of Regulation 64(j) (1960) shall be complied with.

Regulation 82

Ready Availability of Fire-Fighting Appliances

The provisions of Regulation 66 (1960) shall be complied with.

Regulation 83

Means of Escape

The provisions of Regulation 54 (1948) shall be complied with.

Regulation 84

Emergency Source of Electrical Power

The provisions of Regulation 22(a), (b) and (c) (1948) shall be complied with except that the location of the emergency source of electrical power shall be in accordance with the requirements of Regulation 25(a) (1960).

Regulation 85

Practice Musters and Drills

At the fire drills mentioned in Regulation 26 of Chapter III of the International Convention for the Safety of Life at Sea, 1960 each member of the crew shall be required to demonstrate his familiarity with the arrangements and facilities of the ship, his duties, and any equipment he may be called upon to use. Masters shall be required to familiarize and instruct the crews in this regard.

CHAPTER III

LIFE-SAVING APPLIANCES, ETC.

Regulation 1

Application

(a) This Chapter, except where it is otherwise expressly provided, applies as follows to new ships engaged on international voyages:

Part A – Passenger ships and cargo ships.

Part B – Passenger ships.

Part C – Cargo ships.

(b) In the case of existing ships engaged on international voyages, the keels of which were laid or which were at a similar stage of construction on or after the date of coming into force of the International Convention for the Safety of Life at Sea, 1960, the requirements of Chapter III of that Convention applicable to new ships as defined in that Convention shall apply.

(c) In the case of existing ships engaged on international voyages, the keels of which were laid or which were at a similar stage of construction before the date of coming into force of the International Convention for the Safety of Life at Sea, 1960, and which do not already comply with the provisions of Chapter III of that Convention relating to new ships, the arrangements in each ship shall be considered by the Administration with a view to securing, so far as this is practicable and reasonable, and as early as possible, substantial compliance with the requirements of Chapter III of that Convention. The proviso to sub-paragraph (b)(i) of Regulation 27 of this Chapter may, however, be applied to existing ships referred to in this paragraph only if:

(i) the provisions of Regulations 4, 8, 14, 18 and 19 and paragraphs (a) and (b) of Regulation 27 of this Chapter are complied with;

(ii) the liferafts carried in accordance with the provisions of paragraph (b) of Regulation 27 comply with the requirements of either Regulation 15 or Regulation 16, and of Regulation 17 of this Chapter; and

(iii) the total number of persons on board shall not be increased as the result of the provision of liferafts unless the ship fully complies with the provisions of:

(1) Part B of Chapter II-1;

(2) sub-paragraphs (a)(iii) and (iv) of Regulation 21 or sub-paragraph (a)(iii) of Regulation 48 of Chapter II-2, as applicable; and

(3) paragraphs (a), (b), (e) and (f) of Regulation 29 of this Chapter.

PART A – GENERAL

(Part A applies to both passenger ships and cargo ships)

Regulation 2

Definitions

For the purpose of this Chapter:

(a) "Short international voyage" means an international voyage in the course of which a ship is not more than 200 miles from a port or place in which the passengers and crew could be placed in safety, and which does not exceed 600 miles in length between the last port of call in the country in which the voyage begins and the final port of destination.

(b) "Liferaft" means a liferaft complying with either Regulation 15 or Regulation 16 of this Chapter.

(c) "Approved launching device" means a device approved by the Adminstration, capable of launching from the embarkation position a liferaft fully loaded with the number of persons it is permitted to carry and with its equipment.

(d) "Certificated lifeboatman" means any member of the crew who holds a certificate of efficiency issued under the provisions of Regulation 32 of this Chapter.

(e) "Buoyant apparatus" means flotation equipment (other than lifeboats, liferafts, lifebuoys and life-jackets) designed to support a specified number of persons who are in the water and of such construction that it retains its shape and properties.

Regulation 3

Exemptions

(a) The Administration, if it considers that the sheltered nature and conditions of the voyage are such as to render the application of the full requirements of this Chapter unreasonable or unnecessary, may to that extent exempt from the requirements of this Chapter individual ships or classes of ships which, in the course of their voyage, do not go more than 20 miles from the nearest land.

(b) In the case of passenger ships which are employed in special trades for the carriage of large numbers of special trade passengers, such as the pilgrim trade, the Administration, if satisfied that it is impracticable to enforce compliance with the requirements of this Chapter, may exempt such ships, when they belong to its country, from those requirements, provided that they comply fully with the provisions of:

(i) the Rules annexed to the Special Trade Passenger Ships Agreement, 1971; and

(ii) the Rules annexed to the Protocol on Space Requirements for Special Trade Passenger Ships, 1973, when it enters into force.

Regulation 4

Ready Availability of Lifeboats, Liferafts and Buoyant Apparatus

(a) The general principle governing the provision of lifeboats, liferafts and buoyant apparatus in a ship to which this Chapter applies is that they shall be readily available in case of emergency.

(b) To be readily available, the lifeboats, liferafts and buoyant apparatus shall comply with the following conditions:

(i) they shall be capable of being put into the water safely and rapidly even under unfavourable conditions of trim and of 15 degree of list;

(ii) it shall be possible to effect embarkation into the lifeboats and liferafts rapidly and in good order;

(iii) the arrangement of each lifeboat, liferaft and article of buoyant apparatus shall be such that it will not interfere with the operation of other boats, liferafts and buoyant apparatus.

(c) All the life-saving appliances shall be kept in working order and available for immediate use before the ship leaves port and at all times during the voyage.

Regulation 5

Construction of Lifeboats

(a) All lifeboats shall be properly constructed and shall be of such form and proportions that they shall have ample stability in a seaway, and sufficient freeboard when loaded with their full complement of persons and equipment. All lifeboats shall be capable of maintaining positive stability when open to the sea and loaded with their full complement of persons and equipment.

(b) (i) All lifeboats shall have rigid sides and internal buoyancy only. The Administration may approve lifeboats with a rigid shelter, provided that it may be readily opened from both inside and outside, and does not impede rapid embarkation and disembarkation or the launching and handling of the lifeboat.

(ii) Motor lifeboats may be fitted to the satisfaction of the Administration with a means for preventing the entry of water at the fore end.

(iii) All lifeboats shall be not less than 7.3 metres (24 feet) in length except where owing to the size of the ship, or for other reasons, the Administration considers the carriage of such lifeboats unreasonable or impracticable. In no ship shall the lifeboats be less than 4.9 metres (16 feet) in length.

(c) No lifeboat may be approved the weight of which when fully laden with persons and equipment exceeds 20,300 kilogrammes (20 tons) or which has a carrying capacity calculated in accordance with Regulation 7 of this Chapter of more than 150 persons.

(d) All lifeboats permitted to carry more than 60 persons but not more than 100 persons shall be either motor lifeboats complying with the requirements of Regulation 9 of this Chapter or be lifeboats fitted with an approved means of mechanical propulsion complying with Regulation 10 of this Chapter. All lifeboats permitted to carry more than 100 persons shall be motor lifeboats complying with the requirements of Regulation 9 of this Chapter.

(e) All lifeboats shall be of sufficient strength to enable them to be safely lowered into the water when loaded with their full complement of persons and equipment. All lifeboats shall be of such strength that they will not suffer residual deflection if subjected to an overload of 25 per cent.

(f) All lifeboats shall have a mean sheer at least equal to 4 per cent of their length. The sheer shall be approximately parabolic in form.

(g) In lifeboats permitted to carry 100 or more persons the volume of the buoyancy shall be increased to the satisfaction of the Administration.

(h) All lifeboats shall have inherent buoyancy, or shall be fitted with watertight air cases or other equivalent non-corrodible buoyant material which shall not be adversely affected by oil or oil products, sufficient to float the boat and its equipment when the boat is flooded and open to the sea. An additional volume of watertight air cases or other equivalent non-corrodible buoyant material, which shall not be adversely affected by oil or oil products, equal to at least one-tenth of the cubic capacity of the boat shall also be provided. The Administration may permit the watertight air cases to be filled with a non-corrodible buoyant material which shall not be adversely affected by oil or oil products.

(i) All thwarts and side-seats shall be fitted as low in the lifeboat as practicable.

(j) The block coefficient of the cubic capacity as determined in accordance with Regulation 6 of this Chapter of all lifeboats, except wooden lifeboats made of planks, shall be not less than 0.64 provided that any such lifeboat may have a block coefficient of less than 0.64 if the Administration is satisfied with the sufficiency of the metacentric height and freeboard when the lifeboat is loaded with its full complement of persons and equipment.

Regulation 6

Cubic Capacity of Lifeboats

(a) The cubic capacity of a lifeboat shall be determined by Simpson's (Stirling's) Rule or by any other method giving the same degree of accuracy. The capacity of a square-sterned lifeboat shall be calculated as if the lifeboat had a pointed stern.

(b) For example, the capacity in cubic metres (or cubic feet) of a lifeboat, calculated by the aid of Simpson's Rule, may be considered as given by the following formula:

$$\text{Capacity} = \frac{L}{12}(4A + 2B + 4C)$$

L being the length of the lifeboat in metres (or feet) from the inside of the planking or plating at the stem to the corresponding point at the stern post: in the case of a lifeboat with a square stern, the length is measured to the inside of the transom.

A, B, C denote respectively the areas of the cross-sections at the quarter-length forward, amidships, and the quarter-length aft, which correspond to the three points obtained by dividing L into four equal parts. (The areas corresponding to the two ends of the lifeboat are considered negligible.)

The areas A, B, C shall be deemed to be given in square metres (or square feet) by the successive application of the following formula to each of the three cross-sections:

$$\text{Area} = \frac{h}{12}(a + 4b + 2c + 4d + e)$$

h being the depth measured in metres (or in feet) inside the planking or plating from the keel to the level of the gunwale, or, in certain cases, to a lower level as determined hereafter.

a, b, c, d, e denote the horizontal breadths of the lifeboat measured in metres (or in feet) at the upper and lower points of the depth and at the three points obtained by dividing h into four equal parts (a and e being the breadths at the extreme point, and c at the middle point of h).

(c) If the sheer of the gunwale, measure at the two points situated at a quarter of the length of the lifeboat from the ends, exceeds 1 per cent of the length of the lifeboat the depth employed in calculating the area of the cross-sections A or C shall be deemed to be the depth amidships plus 1 per cent of the length of the lifeboat.

(d) If the depth of the lifeboat amidships exceeds 45 per cent of the breadth, the depth employed in calculating the area of the amidship cross-section B shall be deemed to be equal to 45 per cent of the breadth, and the depth employed in calculating the areas of the quarter-length sections A and C is obtained by increasing this last figure by an amount equal to 1 per cent of the length of the lifeboat, provided that in no case shall the depths employed in the calculation exceed the actual depths at these points.

(e) If the depth of the lifeboat is greater than 1.22 metres (4 feet) the number of persons given by the application of this Rule shall be reduced in proportion to the ratio of 1.22 metres (4 feet) to the actual depth, until the lifeboat has been satisfactorily tested afloat with that number of persons on board, all wearing life-jackets.

(f) The Administration shall impose, by suitable formulae, a limit for the number of persons allowed in lifeboats with very fine ends and in lifeboats very full in form.

(g) The Administration may assign to a lifeboat constructed of wooden planks capacity equal to the product of the length, the breadth and the depth multiplied by 0.6 if it is evident that this formula does not give a greater capacity than that obtained by the above method. The dimensions shall then be measured in the following manner:

Length – From the intersection of the outside of the planking with the stem to the corresponding point at the stern post or, in the case of a square-sterned boat, to the after side of the transom.

Breadth – From the outside of the planking at the point where the breadth of the boat is greatest.

Depth – Amidships inside the planking from the keel to the level of the gunwale, but the depth used in calculating the cubic capacity may not in any case exceed 45 per cent of the breadth.

In all cases the shipowner has the right to require that the cubic capacity of the lifeboat shall be determined by exact measurement.

(h) The cubic capacity of a motor lifeboat or a lifeboat fitted with other propelling gear shall be obtained from the gross capacity by deducting a volume equal to that occupied by the motor and its accessories or the gearbox of the other propelling gear, and, when carried, the radiotelegraph installation and searchlight with their accessories.

Regulation 7

Carrying Capacity of Lifeboats

The number of persons which a lifeboat shall be permitted to accommodate shall be equal to the greatest whole number obtained by dividing the capacity in cubic metres by:

In the case of a lifeboat of 7.3 metres (24 feet) in length or over	0.283 (or where the capacity is measured in cubic feet 10);
in the case of lifeboats of 4.9 metres (16 feet) in length	0.396 (or where the capacity is measured in cubic feet 14); and
in the case of lifeboats of 4.9 metres (16 feet) in length or over but under 7.3 metres (24 feet)	a number between 0.396 and 0.283 (or where the capacity is measured in cubic feet between 14 and 10), to be obtained by interpolation;

provided that the number shall in no case exceed the number of adult persons wearing life-jackets which can be seated without in any way interfering with the use of oars or the operation of other propulsion equipment.

Regulation 8

Number of Motor Lifeboats to be carried

(a) In every passenger ship there shall be carried on each side of the ship at least one motor lifeboat complying with the requirements of Regulation 9 of this Chapter.

Provided that in passenger ships in which the total number of persons which the ship is certified to carry, together with the crew, does not exceed 30, only one such motor lifeboat shall be required.

(b) In every cargo ship of 1,600 tons gross tonnage and upwards, except tankers, ships employed as whale factory ships, ships employed as fish processing or canning factory ships, and ships engaged in the carriage of persons in the whaling, fish processing or canning industries, there shall be carried at least one motor lifeboat complying with the requirements of Regulation 9 of this Chapter.

(c) In every tanker of 1,600 tons gross tonnage and upwards, in every ship employed as a whale factory ship, in every ship employed as a fish processing or canning factory ship and in every ship engaged in the carriage of persons employed in the whaling, fish processing or canning industries, there shall be carried on each side at least one motor lifeboat complying with the requirements of Regulation 9 of this Chapter.

Regulation 9

Specification of Motor Lifeboats

(a) A motor lifeboat shall comply with the following conditions:

(i) It shall be fitted with a compression ignition engine and kept so as to be at all times ready for use; it shall be capable of being readily started in all conditions; sufficient fuel for 24 hours continuous operation at the speed specified in sub-paragraph (iii) of this paragraph shall be provided.

(ii) The engine and its accessories shall be suitably enclosed to ensure operation under adverse weather conditions, and the engine casing shall be fire-resisting. Provision shall be made for going astern.

(iii) The speed ahead in smooth water when loaded with its full complement of persons and equipment shall be:

(1) In the case of motor lifeboats required by Regulation 8 of this Chapter to be carried in passenger ships, tankers, ships employed as whale factory ships, ships employed as fish processing or canning factory ships and ships engaged in the carriage of persons employed in the whaling, fish processing or canning industries, at least six knots.

(2) In the case of any other motor lifeboat, at least four knots.

(b) The volume of the internal buoyancy appliances of a motor lifeboat shall be increased above that required by Regulation 5 of this Chapter by the amount, if any, by which the volume of the internal buoyancy appliances required to support the engine and its accessories, and, if fitted, the searchlight and radiotelegraph installation and their accessories, exceeds the volume of the internal buoyancy appliances required, at the rate of 0.0283 cubic metres (one cubic foot) per person, to support the additional persons which the lifeboat could accommodate if the motor and its accessories, and, if fitted, the searchlight and radiotelegraph installation and their accessories, were removed.

Regulation 10

Specification of Mechanically Propelled Lifeboats other than Motor Lifeboats

A mechanically propelled lifeboat, other than a motor lifeboat, shall comply with the following conditions:

(a) The propelling gear shall be of an approved type and shall have sufficient power to enable the lifeboat to be readily cleared from the ship's side when launched and to be able to hold course under adverse weather conditions. If the gear is manually operated it shall be capable of being worked by persons untrained in its use and shall be capable of being operated when the lifeboat is flooded.

(b) A device shall be fitted by means of which the helmsman can cause the lifeboat to go astern at any time when the propelling gear is in operation.

(c) The volume of the internal buoyancy of a mechanically propelled lifeboat, other than a motor lifeboat, shall be increased to compensate for the weight of the propelling gear.

Regulation 11

Equipment of Lifeboats

(a) The normal equipment of every lifeboat shall consist of:

(i) a single banked complement of buoyant oars, two spare buoyant oars, and a buoyant steering oar; one set and a half of thole pins or crutches, attached to the lifeboat by lanyard or chain; a boat hook;

(ii) two plugs for each plug hole (plugs are not required when proper automatic valves are fitted) attached to the lifeboat by lanyards or chains; a baler, and two buckets of approved material;

(iii) a rudder attached to the lifeboat and a tiller;

(iv) two hatchets, one at each end of the lifeboat;

(v) a lamp, with oil sufficient for 12 hours; two boxes of suitable matches in a watertight container;

(vi) a mast or masts, with galvanized wire stays together with sails (coloured orange);

(vii) an efficient compass in binnacle, to be luminised or fitted with suitable means of illumination;

(viii) a lifeline becketed round the outside of the lifeboat;

(ix) a sea-anchor of approved size;

(x) two painters of sufficient length. One shall be secured to the forward end of the lifeboat with strop and toggle so that it can be released, and the other shall be firmly secured to the stem of the lifeboat and be ready for use;

(xi) a vessel containing 4½ litres (1 gallon) of vegetable, fish or animal oil. The vessel shall be so constructed that the oil can be easily distributed on the water, and so arranged that it can be attached to the sea-anchor;

(xii) a food ration, determined by the Administration, for each person the lifeboat is certified to carry. These rations shall be kept in airtight receptacles which are to be stowed in a watertight container;

(xiii) watertight receptacles containing 3 litres (6 pints) of fresh water for each person the lifeboat is certified to carry, or watertight receptacles containing 2 litres (4 pints) of fresh water for each person together with an approved de-salting apparatus capable of providing 1 litre (2 pints) of drinking water per person; a rustproof dipper with lanyard; a rustproof graduated drinking vessel;

(xiv) four parachute signals of approved type capable of giving a bright red light at a high altitude; six hand flares of an approved type giving a bright red light;

(xv) two buoyant smoke signals of an approved type (for day-time use) capable of giving off a volume of orange-coloured smoke;

(xvi) approved means to enable persons to cling to the boat should it be upturned, in the form of bilge keels or keel rails, together with grab lines secured from gunwale to gunwale under the keel, or other approved arrangements;

(xvii) an approved first-aid outfit in a watertight case;

(xviii) a waterproof electric torch suitable for signalling in the Morse Code together with one spare set of batteries and one spare bulb in a waterproof container;

(xix) a daylight-signalling mirror of an approved type;

(xx) a jack-knife fitted with a tin-opener to be kept attached to the boat with a lanyard;

(xxi) two light buoyant heaving lines;

(xxii) a manual pump of an approved type;

(xxiii) a suitable locker for stowage of small items of equipment;

(xxiv) one whistle or equivalent sound signal;

(xxv) one set of fishing tackle;

(xxvi) one approved cover of a highly visible colour capable of protecting the occupants against injury by exposure: and

(xxvii) one copy of the illustrated table of life-saving signals referred to in Regulation 16 of Chapter V.

(b) In the case of ships engaged on voyages of such duration that in the opinion of the Administration the items specified in sub-paragraphs (vi), (xii), (xix), (xx) and (xxv) of paragraph (a) of this Regulation are unnecessary, the Administration may allow them to be dispensed with.

(c) Notwithstanding the provisions of paragraph (a) of this Regulation, motor lifeboats or other approved mechanically propelled lifeboats need not carry a mast or sails or more than half the complement of oars, but they shall carry two boat hooks.

(d) All lifeboats shall be fitted with suitable means to enable persons in the water to climb into the lifeboat.

(e) Every motor lifeboat shall carry portable fire-extinguishing equipment of an approved type capable of discharging froth or other suitable substance for extinguishing oil fires.

Regulation 12

Security of Lifeboat Equipment

All items of lifeboat equipment, with the exception of the boat hook which shall be kept free for fending off purposes, shall be suitably secured within the lifeboat. The lashing shall be carried out in such a manner as to ensure the security of the equipment and so as not to interfere with the lifting hooks or to prevent ready embarkation. All items of lifeboat equipment shall be as small and light in weight as possible and shall be packed in suitable and compact form.

Regulation 13

Portable Radio Apparatus for Survival Craft

(a) An approved portable radio apparatus for survival craft complying with the requirements set out in Regulation 14 of Chapter IV shall be carried in all ships except those on which there is carried on each side of the ship a motor lifeboat fitted with a radiotelegraph installation complying with the provisions of Regulation 14 of this Chapter and of Regulation 13 of Chapter IV. All this equipment shall be kept together in the chartroom or other suitable place ready to be moved to one or other of the lifeboats in the event of an emergency. However, in tankers of 3,000 tons gross tonnage and upwards in which lifeboats are fitted amidships and aft this equipment shall be kept in a suitable place in the vicinity of those lifeboats which are furthest away from the ship's main transmitter.

(b) In the case of ships engaged on voyages of such duration that in the opinion of the Administration portable radio apparatus for survival craft is unnecessary, the Administration may allow such equipment to be dispensed with.

Regulation 14

Radio Apparatus and Searchlights in Motor Lifeboats

(a) (i) Where the total number of persons on board a passenger ship engaged on international voyages which are not short international voyages, a ship employed as a whale factory ship, a ship employed as a fish processing or canning factory ship or a ship engaged in the carriage of persons employed in the whaling, fish processing or canning industries, is more than 199 but less than 1,500, a radiotelegraph apparatus complying with the requirements set out in this Regulation and in Regulation 13 of Chapter IV shall be fitted in at least one of the motor lifeboats required under Regulation 8 of this Chapter to be carried in that ship.

(ii) Where the total number of persons on board such a ship is 1,500 or more, such a radiotelegraph apparatus shall be fitted in every motor lifeboat required under Regulation 8 of this Chapter to be carried in that ship.

(b) The radio apparatus shall be installed in a cabin large enough to accommodate both the equipment and the person using it.

(c) The arrangements shall be such that the efficient operation of the transmitter and receiver shall not be interfered with by the engine while it is running, whether a battery is on charge or not.

(d) The radio battery shall not be used to supply power to any engine starting motor or ignition system.

(e) The motor lifeboat engine shall be fitted with a dynamo for recharging the radio battery, and for other services.

(f) A searchlight shall be fitted in each motor lifeboat required to be carried under paragraph (a) of Regulation 8 of this Chapter in passenger ships and under paragraph (c) of that Regulation in ships employed as whale factory ships, fish processing or canning factory ships and ships engaged in the carriage of persons employed in the whaling, fish processing or canning industries.

(g) The searchlight shall include a lamp of at least 80 watts, an efficient reflector and a source of power which will give effective illumination of a light-coloured object having a width of about 18 metres (60 feet) at a distance of 180 metres (200 yards) for a total period of six hours and shall be capable of working for at least three hours continuously.

Regulation 15

Requirements for Inflatable Liferafts

(a) Every inflatable liferaft shall be so constructed that, when fully inflated and floating with the cover uppermost, it shall be stable in a seaway.

(b) The liferaft shall be so constructed that if it is dropped into the water from a height of 18 metres (60 feet) neither the liferaft nor its equipment will be damaged. If the raft is to be stowed on the ship at a height above the water of more than 18 metres (60 feet), it shall be of a type which has been satisfactorily drop-tested from a height at least equal to the height at which it is to be stowed.

(c) The construction of the liferaft shall include a cover which shall automatically be set in place when the liferaft is inflated. This cover shall be capable of protecting the occupants against injury from exposure, and means shall be provided for collecting rain. The top of the cover shall be fitted with a lamp which derives its luminosity from a sea-activated cell and a similar lamp shall also be fitted inside the liferaft. The cover of the liferaft shall be of a highly visible colour.

(d) The liferaft shall be fitted with a painter and shall have a line securely becketed round the outside. A lifeline shall also be fitted around the inside of the liferaft.

(e) The liferaft shall be capable of being readily righted by one person if it inflates in an inverted position.

(f) The liferaft shall be fitted at each opening with efficient means to enable persons in the water to climb on board.

(g) The liferaft shall be contained in a valise or other container so constructed as to be capable of withstanding hard wear under conditions met with at sea. The liferaft in its valise or other container shall be inherently buoyant.

(h) The buoyancy of the liferaft shall be so arranged as to ensure by a division into an even number of separate compartments, half of which shall be capable of supporting out of the water the number of persons which the liferaft is permitted to accommodate, or by some other equally efficient means, that there is a reasonable margin of buoyancy if the raft is damaged or partially fails to inflate.

(i) The total weight of the liferaft, its valise or other container and its equipment shall not exceed 180 kilogrammes (400 lbs.).

(j) The number of persons which an inflatable liferaft shall be permitted to accommodate shall be equal to:

(i) the greatest whole number obtained by dividing by 96 the volume, measured in cubic decimetres (or by 3.4 the volume, measured in cubic feet) of the main buoyancy tubes (which for this purpose shall include neither the arches nor the thwart or thwarts if fitted) when inflated; or

(ii) the greatest whole number obtained by dividing by 3,720 the area measured in square centimetres (or by 4 the area, measured in square feet) of the floor (which for this purpose may include the thwart or thwarts if fitted) of the liferaft when inflated whichever number shall be the less.

(k) The floor of the liferaft shall be waterproof and shall be capable of being sufficiently insulated against cold.

(l) The liferaft shall be inflated by a gas which is not injurious to the occupants and the inflation shall take place automatically either on the pulling of a line or by some other equally simple and efficient method. Means shall be provided whereby the topping-up pump or bellows required by Regulation 17 of this Chapter may be used to maintain pressure.

(m) The liferaft shall be of approved material and construction, and shall be so constructed as to be capable of withstanding exposure for 30 days afloat in all sea conditions.

(n) No liferaft shall be approved which has a carrying capacity calculated in accordance with paragraph (j) of this Regulation of less than six persons. The maximum number of persons calculated in accordance with that paragraph for which an inflatable liferaft may be approved shall be at the discretion of the Administration, but shall in no case exceed 25.

(o) The liferaft shall be capable of operating throughout a temperature range of 66°C to minus 30°C (150°F to minus 22°F).

(p) (i) The liferaft shall be so stowed as to be readily available in case of emergency. It shall be stowed in such a manner as to permit it to float free from its stowage, inflate and break free from the vessel in the event of sinking.

(ii) If used, lashings shall be fitted with an automatic release system of a hydrostatic or equivalent nature approved by the Administration.

(iii) The liferaft required by paragraph (c) of Regulation 35 of this Chapter may be securely fastened.

(q) The liferaft shall be fitted with arrangements enabling it to be readily towed.

Regulation 16

Requirements for Rigid Liferafts

(a) Every rigid liferaft shall be so constructed that if it is dropped into the water from its stowed position neither the liferaft nor its equipment will be damaged.

(b) The deck area of the liferaft shall be situated within that part of the liferaft which affords protection to its occupants. The area of that deck shall be at least 0.3720 square metres (4 square feet) for every person the liferaft is permitted to carry. The nature of the deck shall be such as to prevent so far as practicable the ingress of water and it shall effectively support the occupants out of the water.

(c) The liferaft shall be fitted with a cover or equivalent arrangement of a highly visible colour, which shall be capable of protecting the occupants against injury from exposure whichever way up the liferaft is floating.

(d) The equipment of the liferaft shall be so stowed as to be readily available whichever way up the liferaft is floating.

(e) The total weight of a liferaft and its equipment carried in passenger ships shall not exceed 180 kilogrammes (400 lbs.). Liferafts carried in cargo ships may exceed 180 kilogrammes (400 lbs.) in weight if they are capable of being launched from both sides of the ship or if there are provided means for putting them into the water mechanically.

(f) The liferaft must at all times be effective and stable when floating either way up.

(g) The liferaft shall have at least 96 cubic decimetres (3.4 cubic feet) of air cases or equivalent buoyancy for each person it is permitted to carry which must be placed as near as possible to the sides of the raft.

(h) The liferaft shall have a painter attached and a lifeline securely becketed round the outside. A lifeline shall also be fitted around the inside of the raft.

(i) The liferaft shall be fitted at each opening with efficient means to enable persons in the water to climb on board.

(j) The liferaft shall be so constructed as not to be affected by oil or oil products.

(k) A buoyant light of the electric battery type shall be attached to the liferaft by a lanyard.

(l) The liferaft shall be fitted with arrangements enabling it to be readily towed.

(m) Liferafts shall be so stowed as to float free in the event of the ship sinking.

Regulation 17

Equipment of Inflatable and Rigid Liferafts

(a) The normal equipment of every liferaft shall consist of:

(i) One buoyant rescue quoit, attached to at least 30 metres (100 feet) of buoyant line.

(ii) For liferafts which are permitted to accommodate not more than 12 persons: one knife and one baler; for liferafts which are permitted to accommodate 13 persons or more: two knives and two balers.

(iii) Two sponges.

(iv) Two sea-anchors, one permanently attached to the liferaft and one spare.

(v) Two paddles.

(vi) One repair outfit capable of repairing punctures in buoyancy compartments.

(vii) One topping-up pump or bellows, unless the liferaft complies with Regulation 16 of this Chapter.

(viii) Three tin-openers.

(ix) One approved first-aid outfit in a waterproof case.

(x) One rustproof graduated drinking vessel.

(xi) One waterproof electric torch suitable for signalling in the Morse Code, together with one spare set of batteries and one spare bulb in a waterproof container.

(xii) One daylight-signalling mirror and one signalling whistle.

(xiii) Two parachute distress signals of an approved type, capable of giving a bright red light at a high altitude.

(xiv) Six hand flares of an approved type, capable of giving a bright red light.

(xv) One set of fishing tackle.

(xvi) A food ration, determined by the Administration, for each person the liferaft is permitted to accommodate.

(xvii) Watertight receptacles containing 1½ litres (3 pints) of fresh water for each person the liferaft is permitted to accommodate, of which ½ litre (1 pint) per person may be replaced by a suitable de-salting apparatus capable of producing an equal amount of fresh water.

(xviii) Six anti-seasickness tablets for each person the liferaft is deemed fit to accommodate.

(xix) Instructions on how to survive in the liferaft; and

(xx) one copy of the illustrated table of life-saving signals referred to in Regulation 16 of Chapter V.

(b) In the case of passenger ships engaged on short international voyages of such duration that in the opinion of the Administration all the items specified in paragraph (a) of this Regulation are unnecessary, the Administration may allow one or more liferafts, not being less than one-sixth of the number of liferafts carried in any such ship, to be provided with the equipment specified in sub-paragraphs (i) to (vii) inclusive, (xi) and (xix) of paragraph (a) of this Regulation, and with one-half of the equipment specified in sub-paragraphs (xiii) and (xiv) of that paragraph and the remainder of the liferafts carried to be provided with the equipment specified in sub-paragraphs (i) to (vii) inclusive and (xix) of that paragraph.

Regulation 18

Training in the use of Liferafts

The Administration shall so far as is practicable and reasonable take steps with a view to ensuring that crews of ships in which liferafts are carried are trained in their launching and use.

Regulation 19

Embarkation into Lifeboats and Liferafts

(a) Suitable arrangements shall be made for embarkation into the lifeboats, which shall include:

(i) a ladder at each set of davits to afford access to the lifeboats when waterborne, except that in passenger ships, ships employed as whale factory ships, ships employed as fish processing or canning factory ships and ships engaged in the carriage of persons employed in the whaling, fish processing or canning industries, the Administration may permit such ladders to be replaced by approved devices provided that there shall not be less than one ladder on each side of the ship;

(ii) means for illuminating the lifeboats and their launching gear during preparation for and the process of launching, and also for illuminating the water into which the lifeboats are launched until the process of launching is completed;

(iii) arrangements for warning the passengers and crew that the ship is about to be abandoned; and

(iv) means for preventing any discharge of water into the lifeboats.

(b) Suitable arrangements shall also be made for embarkation into the liferafts, which shall include:

(i) sufficient ladders to facilitate embarkation into the liferafts when waterborne except that in passenger ships, ships employed as whale factory ships, ships employed as fish processing or canning factory ships, and ships engaged in the carriage of persons employed in the whaling, fish processing or fish canning industries, the Administration may permit the replacement of some or all of such ladders by approved devices;

(ii) where there are carried liferafts for which approved launching devices are provided, means for illuminating those liferafts and launching devices during the preparation for and the process of launching, and also for illuminating the water into which those liferafts are launched until the process of launching is completed;

(iii) means for illuminating the stowage position of liferafts for which approved launching devices are not provided;

(iv) arrangements for warning the passengers and crew that the ship is about to be abandoned; and

(v) means for preventing any discharge of water into the liferafts at fixed launching positions, including those under approved launching devices.

Regulation 20

Marking of Lifeboats, Liferafts and Buoyant Apparatus

(a) The dimensions of a lifeboat and the number of persons which it is permitted to carry shall be marked on it in clear permanent characters. The name and port of registry of the ship to which the lifeboat belongs shall be painted on each side of the bow.

(b) Buoyant apparatus shall be marked with the number of persons in the same manner.

(c) The number of persons shall be marked in the same manner on inflatable liferafts and also on the valise or container in which the inflatable liferaft is contained. Every inflatable liferaft shall also bear a serial number and the manufacturer's name so that the owner of the liferaft can be ascertained.

(d) Every rigid liferaft shall be marked with the name and port of registry of the ship in which it is carried, and with the number of persons it is permitted to carry.

(e) No lifeboat, liferaft or buoyant apparatus shall be marked for a greater number of persons than that obtained in the manner specified in this Chapter.

Regulation 21

Specification of a Lifebuoy

(a) A lifebuoy shall satisfy the following requirements:

(i) it shall be of solid cork or any other equivalent material;

(ii) it shall be capable of supporting in fresh water for 24 hours at least 14.5 kilogrammes (32 lbs.) of iron;

(iii) it shall not be adversely affected by oil or oil products;

(iv) it shall be of a highly visible colour;

(v) it shall be marked in block letters with the name and port of registry of the ship in which it is carried.

(b) Lifebuoys filled with rushes, cork shavings or granulated cork, or any other loose granulated material, or whose buoyancy depends upon air compartments which require to be inflated, are prohibited.

(c) Lifebuoys made of plastic or other synthetic compounds shall be capable of retaining their buoyant properties and durability in contact with sea water or oil products, or under variations of temperature or climatic changes prevailing in open sea voyages.

(d) Lifebuoys shall be fitted with beckets securely seized. At least one lifebuoy on each side of the ship shall be fitted with a buoyant lifeline of at least 27.5 metres (15 fathoms) in length.

(e) In passenger ships not less than one-half of the total number of lifebuoys, and in no case less than six, and in cargo ships at least one-half of the total number of lifebuoys, shall be provided with efficient self-igniting lights.

(f) The self-igniting lights required by paragraph (e) of this Regulation shall be such that they cannot be extinguished by water. They shall be capable of burning for not less than 45 minutes and shall have a luminous intensity of not less than 2 candelas in all directions of the upper hemisphere. The lights shall be kept near the lifebuoys to which they belong, with the necessary means of attachment. Self-igniting lights used in tankers shall be of an approved electric battery type.*

(g) All lifebuoys shall be so placed as to be readily accessible to the persons on board, and at least two of the lifebuoys provided with self-igniting lights in accordance with paragraph (e) of this Regulation shall also be provided with an efficient self-activating smoke signal capable of producing smoke of a highly visible colour for at least 15 minutes, and shall be capable of quick release from the navigating bridge.

* The following ranges of visibilities of the light might be expected in given atmospheric conditions.

Atmospheric transmissivity factor	Meteorological range of visibility (miles)	Range of visibility of the light (miles)
0.3	2.4	0.96
0.4	3.3	1.05
0.5	4.3	1.15
0.6	5.8	1.24
0.7	8.4	1.34
0.8	13.4	1.45
0.9	28.9	1.57

(h) Lifebuoys shall always be capable of being rapidly cast loose and shall not be permanently secured in any way.

Regulation 22

Life-jackets

(a) Ships shall carry for every person on board a life-jacket of an approved type and, in addition, unless these life-jackets can be adapted for use by children, a sufficient number of life-jackets suitable for children. Each life-jacket shall be suitably marked showing that it has been approved by the Administration.

(b) In addition to the life-jackets required by paragraph (a) of this Regulation there shall be carried on passenger ships life-jackets for 5 per cent of the total number of persons on board. These life-jackets shall be stowed in a conspicuous place on deck.

(c) An approved life-jacket shall comply with the following requirements:

- (i) it shall be constructed with proper workmanship and materials;
- (ii) it shall be so constructed as to eliminate so far as possible all risk of its being put on incorrectly, except that it shall be capable of being worn inside out;
- (iii) it shall be capable of lifting the face of an exhausted or unconscious person out of the water and holding it above the water with the body inclined backwards from its vertical position;
- (iv) it shall be capable of turning the body in the water from any position to a safe floating position with the body inclined backwards from its vertical position;
- (v) it shall not be adversely affected by oil or oil products;
- (vi) it shall be of a highly visible colour;
- (vii) it shall be fitted with an approved whistle, firmly secured by a cord;
- (viii) the buoyancy of the life-jacket required to provide the foregoing performance shall not be reduced by more than 5 per cent after 24 hours' submergence in fresh water.

(d) A life-jacket, the buoyancy of which depends on inflation, may be permitted for use by the crews of all ships except passenger ships and tankers provided that:

- (i) it has two separate inflatable compartments;
- (ii) it is capable of being inflated both mechanically and by mouth; and
- (iii) it complies with the requirements of paragraph (c) of this Regulation with either compartment inflated separately.

(e) Life-jackets shall be so placed as to be readily accessible and their position shall be plainly indicated.

Regulation 23

Line-throwing Appliances

(a) Ships shall carry a line-throwing appliance of an approved type.

(b) The appliance shall be capable of carrying a line not less than 230 metres (250 yards) with reasonable accuracy, and shall include not less than four projectiles and four lines.

Regulation 24

Ships' Distress Signals

Ships shall be provided, to the satisfaction of the Administration, with means of making effective distress signals by day and by night, including at least twelve parachute signals capable of giving a bright red light at a high altitude.

Regulation 25

Muster List and Emergency Procedure

(a) Special duties to be undertaken in the event of an emergency shall be allotted to each member of the crew.

(b) The muster list shall show all the special duties and shall indicate, in particular, the station to which each member must go, and the duties that he has to perform.

(c) The muster list for each passenger ship shall be in a form approved by the Administration.

(d) Before the vessel sails, the muster list shall be completed. Copies shall be posted in several parts of the ship, and in particular in the crew's quarters.

(e) The muster list shall show the duties assigned to the different members of the crew in connexion with:

- (i) the closing of the watertight doors, valves and closing mechanisms of scuppers, ash-shoots and fire doors;
- (ii) the equipping of the lifeboats (including the portable radio apparatus for survival craft) and the other life-saving appliances;
- (iii) the launching of the lifeboat;
- (iv) the general preparation of the other life-saving appliances;
- (v) the muster of the passengers; and
- (vi) the extinction of fire, having regard to the ship's fire control plans.

(f) The muster list shall show the several duties assigned to the members of the stewards' department in relation to the passengers in case of emergency. These duties shall include:

- (i) warning the passengers;

(ii) seeing that they are suitably clad and have put on their life-jackets in a proper manner;

(iii) assembling the passengers at muster stations;

(iv) keeping order in the passages and on the stairways, and, generally, controlling the movements of the passengers; and

(v) ensuring that a supply of blankets is taken to the lifeboats.

(g) The duties shown by the muster list in relation to the extinction of fire pursuant to sub-paragraph (e)(vi) of this Regulation shall include particulars of:

(i) the manning of the fire parties assigned to deal with fires;

(ii) the special duties assigned in respect of the operation of fire-fighting equipment and installations.

(h) The muster list shall specify definite signals for calling all the crew to their boat, liferaft and fire stations, and shall give full particulars of these signals. These signals shall be made on the whistle or siren and, except on passenger ships on short international voyages and on cargo ships of less than 45.7 metres (150 feet) in length, they shall be supplemented by other signals which shall be electrically operated. All these signals shall be operable from the bridge.

Regulation 26

Practice Musters and Drills

(a) (i) In passenger ships, musters of the crew for boat drill and fire drill shall take place weekly when practicable and there shall be such a muster when a passenger ship leaves the final port of departure on an international voyage which is not a short international voyage.

(ii) In cargo ships, a muster of the crew for boat drill and fire drill shall take place at intervals of not more than one month, provided that a muster of the crew for boat drill and fire drill shall take place within 24 hours of leaving a port if more than 25 per cent of the crew have been replaced at that port.

(iii) On the occasion of the monthly muster in cargo ships the boat's equipment shall be examined to ensure that it is complete.

(iv) The date upon which musters are held, and details of any training and drills in fire fighting which are carried out on board shall be recorded in such log book as may be prescribed by the Administration. If in any week (for passenger ships) or month (for cargo ships) no muster or a part muster only is held, an entry shall be made stating the circumstances and extent of the muster held. A report of the examination of the boat's equipment on cargo ships shall be entered in the log book, which shall also record the occasions on which the lifeboats are swung out and lowered in compliance with paragraph (c) of this Regulation.

(b) In passenger ships, except those engaged on short international voyages, a muster of the passengers shall be held within 24 hours after leaving port.

(c) Different groups of lifeboats shall be used in turn at successive boat drills and every lifeboat shall be swung out and, if practicable and reasonable, lowered at least once every four months. The musters and inspections shall be so arranged that the crew thoroughly understand and are practised in the duties they have to perform, including instructions in the handling and operation of liferafts where these are carried.

(d) The emergency signal for summoning passengers to muster stations shall be a succession of seven or more short blasts followed by one long blast on the whistle or siren. This shall be supplemented in passenger ships, except those engaged on short international voyages, by other signals, which shall be electrically operated, throughout the ship operable from the bridge. The meaning of all signals affecting passengers, with precise instructions on what they are to do in an emergency, shall be clearly stated in appropriate languages on cards posted in their cabins and in conspicuous places in other passenger quarters.

PART B – PASSENGER SHIPS ONLY

Regulation 27

Lifeboats, Liferafts and Buoyant Apparatus

(a) Passenger ships shall carry two boats attached to davits – one on each side of the ship – for use in an emergency. These boats shall be of an approved type and shall be not more than 8.5 metres (28 feet) in length. They may be counted for the purposes of paragraphs (b) and (c) of this Regulation, provided that they comply fully with the requirements for lifeboats of this Chapter, and for the purposes of Regulation 8 provided that in addition they comply fully with the requirements of Regulation 9 and where appropriate Regulation 14 of this Chapter. They shall be kept ready for immediate use while the ship is at sea. In ships in which the requirements of paragraph (h) of Regulation 29 are met by means of appliances fitted to the sides of the lifeboats, such appliances shall not be required to be fitted to the two boats provided to meet the requirements of this Regulation.

(b) Passenger ships engaged on international voyages which are not short international voyages shall carry:

(i) Lifeboats on each side of such aggregate capacity as will accommodate half the total number of persons on board. Provided that the Administration may permit the substitution of lifeboats by liferafts of the same total capacity so however that there shall never be less than sufficient lifeboats on each side of the ship to accommodate $37\frac{1}{2}$ per cent of all on board.

(ii) Liferafts of sufficient aggregate capacity to accommodate 25 per cent of the total number of persons on board, together with buoyant apparatus for 3 per cent of that number. Provided that ships which have a factor of subdivision of 0.33 or less shall be permitted to carry, in lieu of liferafts for 25 per cent of all on board and buoyant apparatus for 3 per cent of all on board, buoyant apparatus for 25 per cent of that number.

(c) (i) A passenger ship engaged on short international voyages shall be provided with sets of davits in accordance with its length as specified in Column A of the Table in Regulation 28 of this Chapter. Each set of davits shall have a lifeboat attached to it and these lifeboats

shall provide at least the minimum capacity required by Column C of the Table or the capacity required to provide accommodation for all on board if this is less.

Provided that when in the opinion of the Administration it is impracticable or unreasonable to place on a ship engaged on short international voyages the number of sets of davits required by Column A of the Table in Regulation 28, the Administration may authorize, under exceptional conditions, a smaller number of davits, except that this number shall never be less than the minimum number fixed by Column B of the Table, and that the total capacity of the lifeboats on the ship will be at least equal to the minimum capacity required by Column C or the capacity required to provide for all persons on board if this is less.

(ii) If the lifeboats so provided are not sufficient to accommodate all on board, additional lifeboats under davits or liferafts shall be provided so that the accommodation provided in the lifeboats and the liferafts in the ship shall be sufficient for all on board.

(iii) Notwithstanding the provisions of sub-paragraph (ii) of this paragraph in any ship engaged on short international voyages the number of persons carried shall not exceed the total capacity of the lifeboats provided in accordance with sub-paragraphs (i) and (ii) of this paragraph unless the Administration considers that this is necessitated by the volume of traffic and then only if the ship complies with the provisions of paragraph (d) of Regulation 1 of Chapter II-1.

(iv) Where under the provisions of sub-paragraph (iii) of this paragraph the Administration has permitted the carriage of persons in excess of the lifeboat capacity and is satisfied that it is impracticable in that ship to stow the liferafts carried in accordance with sub-paragraph (ii) of this paragraph it may permit a reduction in the number of lifeboats.

Provided that:

(1) the number of lifeboats shall, in the case of ships of 58 metres (190 feet) in length and over, never be less than four, two of which shall be carried on each side of the ship, and in the case of ships of less than 58 metres (190 feet) in length, shall never be less than two, one of which shall be carried on each side of the ship; and

(2) the number of lifeboats and liferafts shall always be sufficient to accommodate the total number of persons on board.

(v) Every passenger ship engaged on short international voyages shall carry in addition to the lifeboats and liferafts required by the provisions of this paragraph, liferafts sufficient to accommodate 10 per cent of the total number of persons for whom there is accommodation in the lifeboats carried in that ship.

(vi) Every passenger ship engaged on short international voyages shall also carry buoyant apparatus for at least 5 per cent of the total number of persons on board.

(vii) The Administration may permit individual ships or classes of ships with short international voyage certificates to proceed on voyages in excess of 600 miles but not exceeding 1,200 miles if such ships comply with the provisions of paragraph (d) of Regulation 1 of Chapter II-1, if they carry lifeboats which provide for 75 per cent of the persons on board and otherwise comply with the provisions of this paragraph.

Regulation 28

Table relating to Davits and Lifeboat Capacity for Ships on Short International Voyages

The following table fixes according to the length of the ship:

(A) the minimum number of sets of davits to be provided on a ship engaged on short international voyages to each of which must be attached a lifeboat in accordance with Regulation 27 of this Chapter;

(B) the smaller number of sets of davits which may be authorized exceptionally on a ship engaged on short international voyages under Regulation 27 of this Chapter; and

(C) the minimum lifeboat capacity required for a ship engaged on short international voyages.

Registered length of ship		(A) Minimum number of sets of davits	(B) Smaller number of sets of davits authorized exceptionally	(C) Minimum capacity of lifeboats	
Metres	Feet			Cubic metres	Cubic feet
31 and under 37	100 and under 120	2	2	11	400
37 " 43	120 " 140	2	2	18	650
43 " 49	140 " 160	2	2	26	900
49 " 53	160 " 175	3	3	33	1,150
53 " 58	175 " 190	3	3	38	1,350
58 " 63	190 " 205	4	4	44	1,550
63 " 67	205 " 220	4	4	50	1,750
67 " 70	220 " 230	5	4	52	1,850
70 " 75	230 " 245	5	4	61	2,150
75 " 78	245 " 255	6	5	68	2,400
78 " 82	255 " 270	6	5	76	2,700
82 " 87	270 " 285	7	5	85	3,000
87 " 91	285 " 300	7	5	94	3,300
91 " 96	300 " 315	8	6	102	3,600
96 " 101	315 " 330	8	6	110	3,900
101 " 107	330 " 350	9	7	122	4,300
107 " 113	350 " 370	9	7	135	4,750
113 " 119	370 " 390	10	7	146	5,150
119 " 125	390 " 410	10	7	157	5,550
125 " 133	410 " 435	12	9	171	6,050
133 " 140	435 " 460	12	9	185	6,550
140 " 149	460 " 490	14	10	202	7,150
149 " 159	490 " 520	14	10	221	7,800
159 " 168	520 " 550	16	12	238	8,400

Note on (C): Where the length of the ship is under 31 metres (100 feet) or over 168 metres (550 feet) the minimum number of sets of davits and the cubic capacity of the lifeboats shall be prescribed by the Administration.

Regulation 29

Stowage and Handling of Lifeboats, Liferafts and Buoyant Apparatus

(a) Lifeboats and liferafts shall be stowed to the satisfaction of the Administration in such a way that:

(i) they can all be launched in the shortest possible time and in not more than 30 minutes;

(ii) they will not impede in any way the prompt handling of any of the other lifeboats, liferafts or buoyant apparatus or the marshalling of the persons on board at the launching stations, or their embarkation;

(iii) the lifeboats, and the liferafts for which approved launching devices are required to be carried, shall be capable of being put into the water loaded with their full complement of persons and equipment even in unfavourable conditions of trim and of 15 degrees of list either way; and

(iv) the liferafts for which approved launching devices are not required to be carried, and the buoyant apparatus, shall be capable of being put into the water even in unfavourable conditions of trim and of 15 degrees of list either way.

(b) Every lifeboat shall be attached to a separate set of davits.

(c) Lifeboats may only be stowed on more than one deck if proper measures are taken to prevent lifeboats on a lower deck being fouled by those stowed on a deck above.

(d) Lifeboats, and liferafts for which approved launching devices are required to be carried, shall not be placed in the bow of the ship. They shall be stowed in such positions as to ensure safe launching having particular regard to clearance from the propeller and steeply overhanging portions of the hull aft.

(e) Davits shall be of approved design and shall be suitably placed to the satisfaction of the Administration. They shall be so disposed on one or more decks that the lifeboats placed under them can be safely lowered without interference from the operation of any other davits.

(f) Davits shall be as follows:

(i) luffing or gravity type for operating lifeboats weighing not more than 2,300 kilogrammes (2¼ tons) in their turning out condition;

(ii) gravity type for operating lifeboats weighing more than 2,300 kilogrammes (2¼ tons) in their turning out condition.

(g) Davits, falls, blocks and all other gear shall be of such strength that the lifeboats can be turned out manned by a launching crew and then safely lowered with the full complement of persons and equipment, with the ship listed to 15 degrees either way and with a 10 degrees trim.

(h) Skates or other suitable means shall be provided to facilitate launching the lifeboats against a list of 15 degrees.

(i) Means shall be provided for bringing the lifeboats against the ship's side and there holding them so that persons may be safely embarked.

(j) Lifeboats, together with the emergency boats required by Regulation 27 of this Chapter, shall be served by wire rope falls, together with winches of an approved type which, in the case of the emergency boats, shall be capable of quick recovery of those boats. Exceptionally, the Administration may allow manila rope falls or falls of another approved material with or without winches (except that the emergency boats shall be required to be served by winches which are capable of quick recovery of those boats) where they are satisfied that manila rope falls or falls of another approved material are adequate.

(k) At least two lifelines shall be fitted to the davit span, and the falls and lifelines shall be long enough to reach the water with the ship at its lightest seagoing draught and listed to 15 degrees either way. Lower fall blocks shall be fitted with a suitable ring or long link for attaching to the sling hooks unless an approved type of disengaging gear is fitted.

(l) Where mechanically-powered appliances are fitted for the recovery of the lifeboats, efficient hand gear shall also be provided. Where davits are recovered by action of the falls by power, safety devices shall be fitted which will automatically cut off the power before the davits come against the stops in order to avoid overstressing the wire rope falls or davits.

(m) Lifeboats attached to davits shall have the falls ready for service and arrangements shall be made for speedily, but not necessarily simultaneously, detaching the lifeboats from the falls. The point of attachment of the lifeboats to the falls shall be at such height above the gunwale as to ensure stability when lowering the lifeboats.

(n) (i) In passenger ships engaged on international voyages which are not short international voyages in which there are carried lifeboats and liferafts in accordance with sub-paragraph (b)(i) of Regulation 27 of this Chapter, there shall be provided approved launching devices sufficient in number in the opinion of the Administration to enable that number of liferafts which, together with the lifeboats, is required in accordance with that sub-paragraph to provide accommodation for all on board, to be put into the water loaded with the number of persons they are permitted to accommodate, in not more than thirty minutes in calm conditions. Approved launching devices so provided shall, so far as practicable, be distributed equally on each side of the ship and there shall never be less than one such device on each side. No such devices need, however, be provided for the additional liferafts required to be carried by sub-paragraph (b)(ii) of Regulation 27 of this Chapter for 25 per cent of all on board, but every liferaft carried in accordance with that sub-paragraph shall, where an approved launching device is provided in the ship, be of a type which is capable of being launched from such a device.

(ii) In passenger ships engaged on short international voyages, the number of approved launching devices to be provided shall be at the discretion of the Administration. The number of liferafts allocated to each such device carried shall not be more than the number which, in the opinion of the Administration, can be put into the water fully loaded with the number of persons they are permitted to carry by that device in not more than 30 minutes in calm conditions.

Regulation 30

Lighting for Decks, Lifeboats, Liferafts, etc.

(a) Provision shall be made for an electric or equivalent system of lighting sufficient for all the requirements of safety in the different parts of a passenger ship, and particularly for decks on which the lifeboats and liferafts are stowed. The self-contained emergency source of electrical power required by Regulation 25 of Chapter II–1 shall be capable of supplying where necessary this lighting system and also the lighting required by sub-paragraphs (a)(ii), (b)(ii) and (b)(iii) of Regulation 19 of this Chapter.

(b) The exit from every main compartment occupied by passengers or crew shall be continuously lighted by an emergency lamp. The power for these emergency lamps shall be so arranged that they will be supplied from the emergency source of power referred to in paragraph (a) of this Regulation in the event of failure of the main generating plant.

Regulation 31

Manning of Lifeboats and Liferafts

(a) A deck officer or certified lifeboatman shall be placed in charge of each lifeboat and a second-in-command shall also be nominated. The person in charge shall have a list of the lifeboat's crew, and shall see that the men placed under his orders are acquainted with their several duties.

(b) A man capable of working the motor shall be assigned to each motor lifeboat.

(c) A man capable of working the radio and searchlight installations shall be assigned to each lifeboat carrying this equipment.

(d) A man practised in the handling and operation of liferafts shall be assigned to each liferaft carried, except where in ships engaged on short international voyages the Administration is satisfied that this is not practicable.

Regulation 32

Certificated Lifeboatmen

(a) In passenger ships there shall be, for every lifeboat carried in order to comply with this Chapter, a number of lifeboatmen at least equal to that specified in the following table:

Prescribed complement of lifeboat	The minimum number of certificated lifeboatmen shall be
Less than 41 persons	2
From 41 to 61 persons	3
From 62 to 85 persons	4
Above 85 persons	5

(b) The allocation of the certificated lifeboatmen to each lifeboat remains within the discretion of the master.

(c) Certificates of efficiency shall be issued under the authority of the Administration. In order to obtain such a certificate an applicant shall prove that he has been trained in all the operations connected with launching lifeboats and other life-saving appliances and in the use of oars and propelling gear; that he is acquainted with the practical handling of lifeboats and of other life-saving equipment, and further, that he is capable of understanding and answering the orders relative to all kinds of life-saving appliances.

Regulation 33

Buoyant Apparatus

(a) No type of buoyant apparatus shall be approved unless it satisfies the following conditions:

(i) It shall be of such size and strength that it can be thrown from the place where it is stowed into the water without being damaged.

(ii) It shall not exceed 180 kilogrammes (400 lbs.) in weight unless suitable means to the satisfaction of the Administration are provided to enable it to be launched without lifting by hand.

(iii) It shall be of approved material and construction.

(iv) It shall be effective and stable when floating either way up.

(v) The air cases or equivalent buoyancy shall be placed as near as possible to the sides of the apparatus, and such buoyancy shall not be dependent upon inflation.

(vi) It shall be fitted with a painter and have a line securely becketed round the outside.

(b) The number of persons for which buoyant apparatus is certified shall be the number:

(i) ascertained by dividing the number of kilogrammes of iron which it is capable of supporting in fresh water by 14.5 (or the number of pounds divided by 32), or

(ii) equal to the number of millimetres in the perimeter divided by 305 (or the number of feet in the perimeter), whichever is the less.

Regulation 34

Number of Lifebuoys to be Provided

The minimum number of lifebuoys with which passenger ships are provided shall be fixed by the following table:

Length of ship in metres	Length of ship in feet	Minimum number of buoys
Under 61	Under 200	8
61 and under 122	200 and under 400	12
122 and under 183	400 and under 600	18
183 and under 244	600 and under 800	24
244 and over	800 and over	30

PART C – CARGO SHIPS ONLY

Regulation 35

Number and Capacity of Lifeboats and Liferafts

(a) (i) Every cargo ship, except ships employed as whale factory ships, fish processing or canning factory ships, and ships engaged in the carriage of persons employed in the whaling, fish processing or canning industries, shall carry lifeboats on each side of the ship of such aggregate capacity as will accommodate all persons on board, and in addition shall carry liferafts sufficient to accommodate half that number.

Provided that, in the case of such cargo ships engaged on international voyages between near neighbouring countries, the Administration, if it is satisfied that the conditions of the voyage are such as to render the compulsory carriage of liferafts unreasonable or unnecessary, may to that extent exempt individual ships or classes of ships from this requirement.

(ii) (1) Subject to the provisions of sub-paragraph (ii)(2) of this paragraph, every tanker of 3,000 tons gross tonnage and upwards shall carry not less than four lifeboats, two of which shall be carried aft and two amidships, except that in tankers which have no amidships superstructure all lifeboats shall be carried aft.

(2) A tanker of 3,000 tons gross tonnage and upwards which has no amidships superstructure may be permitted by the Administration to carry two lifeboats only, provided that:

(aa) one lifeboat is carried aft on each side of the ship;

(bb) each such lifeboat shall not exceed 8.5 metres (28 feet) in length;

(cc) each such lifeboat shall be stowed as far forward as practicable, but at least so far forward that the after end of the lifeboat is one-and-a-half times the length of the lifeboat forward of the propeller; and

(dd) each such lifeboat shall be stowed as near sea level as is safe and practicable.

(b) (i) Every ship employed as a whale factory ship, every ship employed as a fish processing or canning factory ship and every ship engaged in the carriage of persons employed in the whaling, fish processing or canning industries shall carry:

(1) Lifeboats on each side of such aggregate capacity as will accommodate half the total number of persons on board; provided that the Administration may permit the substitution of lifeboats by liferafts of the same total capacity so however that there shall never be less than sufficient lifeboats on each side of the ship to accommodate 37½ per cent of all on board.

(2) Liferafts of sufficient aggregate capacity to accommodate half the total number of persons on board; provided that, if in ships employed as fish processing or canning factory ships, it is impracticable to carry lifeboats which comply fully with the requirements of this Chapter, the Administration may permit instead the carriage of other boats, which shall however provide not less than the accommodation required by this Regulation and shall have at least the buoyancy and equipment required by this Chapter for lifeboats.

(ii) Every ship employed as a whale factory ship, every ship employed as a fish processing or canning factory ship and every ship engaged in the carriage of persons employed in the whaling, fish processing or canning industries shall carry two boats – one on each side – for use in an emergency. These boats shall be of an approved type and shall be not more than 8.5 metres (28 feet) in length. They may be counted for the purposes of this paragraph provided that they comply fully with the requirements for lifeboats of this Chapter and for the purposes of Regulation 8 provided that in addition they comply with the requirements of Regulation 9, and, where appropriate, Regulation 14 of this Chapter. They shall be kept ready for immediate use while the ship is at sea. In ships in which the requirements of paragraph (g) of Regulation 36 of this Chapter are met by means of appliances fitted to the sides of the lifeboats, such appliances shall not be required to be fitted to the two boats provided to meet the requirements of this Regulation.

(c) Every cargo ship with no amidships superstructure having a registered length of 150 metres (492 feet) and upwards shall carry, in addition to the liferafts required under sub-paragraph (a)(i) of this Regulation, a liferaft capable of accommodating at least six persons which shall be stowed as far forward as is reasonable and practicable.

Regulation 36

Davits and Launching Arrangements

(a) In cargo ships lifeboats and liferafts shall be stowed to the satisfaction of the Administration.

(b) Every lifeboat shall be attached to a separate set of davits.

(c) Lifeboats and liferafts for which approved launching devices are required to be carried shall preferably be positioned as close to accommodation and service spaces as possible. They shall be stowed in such positions as to ensure safe launching, having particular regard to clearance from the propeller and steeply overhanging portions of the hull, with the object of ensuring so far as practicable that they can be launched down the straight side of the ship. If positioned forward they shall be stowed abaft the collision bulkhead in a sheltered position and in this respect the Administration shall give special consideration to the strength of the davits.

(d) Davits shall be of approved design and shall be suitably placed to the satisfaction of the Administration.

(e) In tankers of 1,600 tons gross tonnage and upwards, ships employed as whale factory ships, ships employed as fish processing or canning factory ships

and ships engaged in the carriage of persons employed in the whaling, fish processing or canning industries, all davits shall be of the gravity type. In other ships, davits shall be as follows:

(i) luffing or gravity type for operating lifeboats weighing not more than 2,300 kilogrammes (2¼ tons) in their turning out condition;

(ii) gravity type for operating lifeboats weighing more than 2,300 kilogrammes (2¼ tons) in their turning out condition.

(f) Davits, falls, blocks and all other gear shall be of such strength that the lifeboats can be turned out manned by a launching crew and then safely lowered with the full complement of persons and equipment, with the ship listed to 15 degrees either way, and with a 10 degrees trim.

(g) Skates or other suitable means shall be provided to facilitate launching the lifeboats against a list of 15 degrees.

(h) Means shall be provided for bringing the lifeboats against the ship's side and there holding them so that persons may be safely embarked.

(i) Lifeboats, together with the emergency boats required by sub-paragraph (b)(ii) of Regulation 35 of this Chapter, shall be served by wire rope falls, together with winches of an approved type which, in the case of the emergency boats, shall be capable of quick recovery of those boats. Exceptionally, the Administration may allow manila rope falls or falls of another approved material with or without winches (except that the emergency boats shall be required to be served by winches which are capable of quick recovery of those boats) where they are satisfied that manila rope falls or falls of another approved material are adequate.

(j) At least two lifelines shall be fitted to the davit spans, and the falls and lifelines shall be long enough to reach the water with the ship at its lightest seagoing draught and listed to 15 degrees either way. Lower fall blocks shall be fitted with a suitable ring or long link for attaching to the sling hooks unless an approved type of disengaging gear is fitted.

(k) Where mechanically powered appliances are fitted for the recovery of the lifeboats, efficient hand gear shall also be provided. Where davits are recovered by action of the falls by power, safety devices shall be fitted which will automatically cut off the power before the davits come against the stops in order to avoid overstressing the wire rope falls or davits.

(l) Lifeboats shall have the falls ready for service, and arrangements shall be made for speedily, but not necessarily simultaneously, detaching the lifeboats from the falls. The point of attachment of the lifeboats to the falls shall be at such height above the gunwale as to ensure stability when lowering the lifeboats.

(m) In ships employed as whale factory ships, ships employed as fish processing or canning factory ships and ships engaged in the carriage of persons employed in the whaling, fish processing or canning industries, in which there are carried lifeboats and liferafts in accordance with sub-paragraph (b)(i)(2) of Regulation 35 no approved launching devices need be provided for the liferafts, but there shall be provided such devices sufficient in number, in the opinion of the Administration, to enable the liferafts carried in accordance with sub-paragraph (b)(i)(1) of that Regulation to be put into the water loaded with the number of persons they are permitted to accommodate, in not more than 30 minutes in calm conditions. Approved launching devices so provided shall, so far as practicable, be distributed equally on each side of the ship. Every liferaft carried on ships in which an approved launching device is required to be provided shall be of a type which is capable of being launched by such a device.

Regulation 37

Number of Lifebuoys to be Provided

At least eight lifebuoys of a type which satisfies the requirements of Regulation 21 of this Chapter shall be carried.

Regulation 38

Emergency Lighting

The lighting required by sub-paragraphs (a)(ii), (b)(ii) and (b)(iii) of Regulation 19 of this Chapter shall be capable of being supplied for at least three hours by the emergency source of power required by Regulation 26 of Chapter II-1. In cargo ships of 1,600 tons gross tonnage and upwards the Administration shall ensure that the lighting of the alleyways, stairways and exits is such that the access of all persons on board to the launching stations and stowage positions of lifeboats and liferafts is not impeded.

CHAPTER IV

RADIOTELEGRAPHY AND RADIOTELEPHONY

PART A – APPLICATION AND DEFINITIONS

Regulation 1

Application

(a) Unless expressly provided otherwise, this Chapter applies to all ships to which the present Regulations apply.

(b) This Chapter does not apply to ships to which present Regulations would otherwise apply while such ships are being navigated within the Great Lakes of North America and their connecting and tributary waters as far east as the lower exit of the St. Lambert Lock at Montreal in the Province of Quebec, Canada.*

(c) No provision in this Chapter shall prevent the use by a ship or survival craft in distress of any means at its disposal to attract attention, make known its position and obtain help.

Regulation 2

Terms and Definitions

For the purpose of this Chapter the following terms shall have the meanings defined below. All other terms which are used in this Chapter and which are also defined in the Radio Regulations shall have the same meanings as defined in those Regulations:

(a) "Radio Regulations" means the Radio Regulations annexed to, or regarded as being annexed to, the most recent International Telecommunication Convention which may be in force at any time.

(b) "Radiotelegraph auto alarm" means an automatic alarm receiving apparatus which responds to the radiotelegraph alarm signal and has been approved.

(c) "Radiotelephone auto alarm" means an automatic alarm receiving apparatus which responds to he radiotelephone alarm signal and has been approved.

(d) "Radiotelephone station", "Radiotelephone installation" and "Watches – radiotelephone" shall be considered as relating to the medium frequency band, unless expressly provided otherwise.

(e) "Radio Officer" means a person holding at least a first or second class radiotelegraph operator's certificate, or a radiocommunication operator's general certificate for the maritime mobile service, complying with the provisions of the Radio Regulations, who is employed in the radiotelegraph station of a ship which is provided with such a station in compliance with the provisions of Regulation 3 or Regulation 4 of this Chapter.

(f) "Radiotelephone operator" means a person holding an appropriate certificate complying with the provisions of the Radio Regulations.

(g) "Existing installation" means:

(i) an installation wholly installed on board a ship before the date on which the present Convention enters into force irrespective of the date on which acceptance by the respective Administration takes effect; and

(ii) an installation part of which was installed on board a ship before the date of entry into force of the present Convention and the rest of which consists either of parts installed in replacement of identical parts, or parts which comply with the requirements of this Chapter.

(h) "New installation" means any installation which is not an existing installation.

Regulation 3

Radiotelegraph Station

Passenger ships irrespective of size and cargo ships of 1,600 tons gross tonnage and upwards, unless exempted under Regulation 5 of this Chapter, shall be fitted with a radiotelegraph station complying with the provisions of Regulations 9 and 10 of this Chapter.

Regulation 4

Radiotelephone Station

Cargo ships of 300 tons gross tonnage and upwards but less than 1,600 tons gross tonnage, unless fitted with a radiotelegraph station complying with the provisions of Regulations 9 and 10 of this Chapter shall, provided they are not exempted under Regulation 5 of this Chapter, be fitted with a radiotelephone station complying with the provisions of Regulations 15 and 16 of this Chapter.

Regulation 5

Exemptions from Regulations 3 and 4

(a) The Contracting Governments consider it highly desirable not to deviate from the application of Regulations 3 and 4 of this Chapter; nevertheless the Administration may grant to individual passenger or cargo ships exemptions of a partial and/or conditional nature, or complete exemption from the requirements of Regulation 3 or Regulation 4 of this Chapter.

* Such ships are subject to special requirements relative to radio for safety purposes, as contained in the relevant agreement between Canada and the United States of America.

(b) The exemptions permitted under paragraph (a) of this Regulation shall be granted only to a ship engaged on a voyage where the maximum distance of the ship from the shore, the length of the voyage, the absence of general navigational hazards, and other conditions affecting safety are such as to render the full application of Regulation 3 or Regulation 4 of this Chapter unreasonable or unnecessary. When deciding whether or not to grant exemptions to individual ships, Administrations shall have regard to the effect that exemptions may have upon the general efficiency of the distress service for the safety of all ships. Administrations should bear in mind the desirability of requiring ships which are exempted from the requirement of Regulation 3 of this Chapter to be fitted with a radiotelephone station which complies with the provisions of Regulations 15 and 16 of this Chapter as a condition of exemption.

(c) Each Administration shall submit to the Organization as soon as possible after the first of January in each year a report showing all exemptions granted under paragraphs (a) and (b) of this Regulation during the previous calendar year and giving the reasons for granting such exemptions.

PART B – WATCHES

Regulation 6

Watches – Radiotelegraph

(a) Each ship which in accordance with Regulation 3 or Regulation 4 of this Chapter is fitted with a radiotelegraph station shall, while at sea, carry at least one radio officer and, if not fitted with a radiotelegraph auto alarm shall, subject to the provisions of paragraph (d) of this Regulation, listen continuously on the radiotelegraph distress frequency by means of a radio officer using headphones or a loudspeaker.

(b) Each passenger ship which in accordance with Regulation 3 of this Chapter is fitted with a radiotelegraph station, if fitted with a radiotelegraph auto alarm, shall, subject to the provisions of paragraph (d) of this Regulation, and while at sea, listen on the radiotelegraph distress frequency by means of a radio officer using headphones or a loudspeaker, as follows:

(i) if carrying or certificated to carry 250 passengers or less, at least 8 hours listening a day in the aggregate;

(ii) if carrying or certificated to carry more than 250 passengers and engaged on a voyage exceeding 16 hours' duration between two consecutive ports, at least 16 hours' listening a day in the aggregate. In this case the ship shall carry at least two radio officers;

(iii) if carrying or certificated to carry more than 250 passengers and engaged on a voyage of less than 16 hours' duration between two consecutive ports, at least 8 hours' listening a day in the aggregate.

(c) (i) Each cargo ship which in accordance with Regulation 3 of this Chapter is fitted with a radiotelegraph station, if fitted with a radiotelegraph auto alarm, shall, subject to the provisions of paragraph (d) of this Regulation, and while at sea, listen on the radiotelegraph distress frequency by means of a radio officer using headphones or a loudspeaker, for at least 8 hours a day in the aggregate.

(ii) Each cargo ship of 300 tons gross tonnage and upwards but less than 1,600 tons gross tonnage which is fitted with a radiotelegraph station as a consequence of Regulation 4 of this Chapter, if fitted with a radiotelegraph auto alarm shall, subject to the provisions of paragraph (d) of this Regulation, and while at sea, listen on the radiotelegraph distress frequency by means of a radio officer using headphones or a loudspeaker, during such periods as may be determined by the Administration. Administrations shall, however, have regard to the desirability of requiring, whenever practicable, a listening watch of at least 8 hours a day in the aggregate.

(d) (i) During the period when a radio officer is required by this Regulation to listen on the radiotelegraph distress frequency, the radio officer may discontinue such listening during the time when he is handling traffic on other frequencies, or performing other essential radio duties, but only if it is impracticable to listen by split headphones or loudspeaker. The listening watch shall always be maintained by a radio officer using headphones or a loudspeaker during the silence periods provided for by the Radio Regulations.

The term "essential radio duties" in this paragraph includes urgent repairs of:

(1) equipment for radiocommunication used for safety;

(2) radio navigational equipment by order of the master.

(ii) In addition to the provisions of sub-paragraph (i) of this paragraph, on ships other than multi-radio officer passenger ships, the radio officer may, in exceptional cases, i.e. when it is impractical to listen by split headphones or loudspeaker, discontinue listening by order of the master in order to carry out maintenance required to prevent imminent malfunction of:

- equipment for radiocommunication used for safety;
- radio navigational equipment;
- other electronic navigational equipment including its repair;

provided that:

(1) the radio officer, at the discretion of the Administration concerned, is appropriately qualified to perform these duties; and

(2) the ship is fitted with a receiving selector which meets the requirements of the Radio Regulations;

(3) the listening watch is always maintained by a radio officer using headphones or loudspeaker during the silence periods provided for by the Radio Regulations.

(e) In all ships fitted with a radiotelegraph auto alarm this radiotelegraph auto alarm shall, while the ship is at sea, be in operation whenever there is no listening being kept under paragraphs (b), (c) or (d) of this Regulation and, whenever practicable, during direction-finding operations.

(f) The listening periods provided for by this Regulation, including those which are determined by the Administration, should be maintained preferably during periods prescribed for the radiotelegraph service by the Radio Regulations.

Regulation 7

Watches – Radiotelephone

(a) Each ship which is fitted with a radiotelephone station in accordance with Regulation 4 of this Chapter shall, for safety purposes, carry at least one radiotelephone operator (who may be the master, an officer or a member of the crew holding a certificate for radiotelephony) and shall, while at sea, maintain continuous watch on the radiotelephone distress frequency in the place on board from which the ship is usually navigated, by use of a radiotelephone distress frequency watch receiver, using a loudspeaker, a filtered loudspeaker or radiotelephone auto alarm.

(b) Each ship which in accordance with Regulation 3 or Regulation 4 of this Chapter is fitted with a radiotelegraph station shall, while at sea, maintain continuous watch on the radiotelephone distress frequency in a place to be determined by the Administration, by use of a radiotelephone distress frequency watch receiver, using a loudspeaker, a filtered loudspeaker or radiotelephone auto alarm.

Regulation 8

Watches – VHF Radiotelephone

Each ship provided with a Very High Frequency (VHF) radiotelephone station, in accordance with Regulation 18 of Chapter V, shall maintain a listening watch on the bridge for such periods and on such channels as may be required by the Contracting Government referred to in that Regulation.

PART C – TECHNICAL REQUIREMENTS

Regulation 9

Radiotelegraph Stations

(a) The radiotelegraph station shall be so located that no harmful interference from extraneous mechanical or other noise will be caused to the proper reception of radio signals. The station shall be placed as high in the ship as is practicable, so that the greatest possible degree of safety may be secured.

(b) The radiotelegraph operating room shall be of sufficient size and of adequate ventilation to enable the main and reserve radiotelegraph installations to be operated efficiently, and shall not be used for any purpose which will interfere with the operation of the radiotelegraph station.

(c) The sleeping accommodation of at least one radio officer shall be situated as near as practicable to the radiotelegraph operating room. In new ships, this sleeping accommodation shall not be within the radiotelegraph operating room.

(d) There shall be provided between the radiotelegraph operating room and the bridge and one other place, if any, from which the ship is navigated, an efficient two-way system for calling and voice communication which shall be independent of the main communication system on the ship.

(e) The radiotelegraph installation shall be installed in such a position that it will be protected against the harmful effects of water or extremes of temperature. It shall be readily accessible both for immediate use in case of distress and for repair.

(f) A reliable clock with a dial not less than 12.5 centimetres (5 inches) in diameter and a concentric seconds hand, the face of which is marked to indicate the silence periods prescribed for the radiotelegraph service by the Radio Regulations, shall be provided. It shall be securely mounted in the radiotelegraph operating room in such a position that the entire dial can be easily and accurately observed by the radio officer from the radiotelegraph operating position and from the position for testing the radiotelegraph auto alarm receiver.

(g) A reliable emergency light shall be provided in the radiotelegraph operating room, consisting of an electric lamp permanently arranged so as to provide satisfactory illumination of the operating controls of the main and reserve radiotelegraph installations and of the clock required by paragraph (f) of this Regulation. In new installations, this lamp shall, if supplied from the reserve source of energy required by sub-paragraph (a)(iii) of Regulation 10 of this Chapter, be controlled by two-way switches placed near the main entrance to the radiotelegraph operating room and at the radiotelegraph operating position, unless the layout of the radiotelegraph operating room does not warrant it. These switches shall be clearly labelled to indicate their purpose.

(h) Either an electric inspection lamp, operated from the reserve source of energy required by sub-paragraph (a) (iii) of Regulation 10 of this Chapter and provided with a flexible lead of adequate length, or a flashlight shall be provided and kept in the radiotelegraph operating room.

(i) The radiotelegraph station shall be provided with such spare parts, tools and testing equipment as will enable the radiotelegraph installation to be maintained in efficient working condition while at sea. The testing equipment shall include an instrument or instruments for measuring A.C. volts, D.C. volts and ohms.

(j) If a separate emergency radiotelegraph operating room is provided the requirements of paragraphs (d), (e), (f), (g) and (h) of this Regulation shall apply to it.

Regulation 10

Radiotelegraph Installations

(a) Except as otherwise expressly provided in this Regulation:

(i) The radiotelegraph station shall include a main installation and reserve installation, electrically separate and electrically independent of each other.

(ii) The main installation shall include a main transmitter, main receiver, radiotelephone distress frequency watch receiver, and main source of energy.

(iii) The reserve installation shall include a reserve transmitter, reserve receiver and reserve source of energy.

(iv) A main and a reserve antenna shall be provided and installed, provided that the Administration may except any ship from the provision of a reserve antenna if it is satisfied that the fitting of such an antenna is impracticable or unreasonable, but in such case a suitable spare antenna completely assembled for immediate installation shall be carried. In addition, sufficient antenna wire and insulators shall in all cases be provided to enable a suitable antenna to be erected. The main antenna, if suspended between supports liable to whipping, shall be suitably protected against breakage.

(b) In installations on cargo ships (except those on cargo ships of 1,600 tons gross tonnage and upwards installed on or after 19 November 1952), if the main transmitter complies with all the requirements for the reserve transmitter, the latter is not obligatory.

(c) (i) The main and reserve transmitters shall be capable of being quickly connected with and tuned to the main antenna, and the reserve antenna if one is fitted.

(ii) The main and reserve receivers shall be capable of being quickly connected with any antenna with which they are required to be used.

(d) All parts of the reserve installation shall be placed as high in the ship as is practicable, so that the greatest possible degree of safety may be secured.

(e) The main and reserve transmitters shall be capable of transmitting on the radiotelegraph distress frequency using a class of emission assigned by the Radio Regulations for that frequency. In addition, the main transmitter shall be capable of transmitting on at least two working frequencies in the authorized bands between 405 kHz and 535 kHz, using classes of emission assigned by the Radio Regulations for these frequencies. The reserve transmitter may consist of a ship's emergency transmitter, as defined in and limited in use by the Radio Regulations.

(f) The main and reserve transmitters shall, if modulated emission is prescribed by the Radio Regulations, have a depth of modulation of not less than 70 per cent and a note frequency between 450 amd 1,350 Hz.

(g) The main and reserve transmitters shall, when connected to the main antenna, have a minimum normal range as specified below, that is to say, they must be capable of transmitting clearly perceptible signals from ship to ship by

	Minimum normal range in miles	
	Main transmitter	Reserve transmitter
All passenger ships, and cargo ships of 1,600 tons gross tonnage and upwards	150	100
Cargo ships below 1,600 tons gross tonnage	[illegible]	75

day and under normal conditions and circumstances over the specified ranges.* (Clearly perceptible signals will normally be received if the R.M.S. value of the field strength at the receiver is at least 50 microvolts per metre.)

(h) (i) The main and reserve receivers shall be capable of receiving the radiotelegraph distress frequency and the classes of emission assigned by the Radio Regulations for that frequency.

(ii) In addition, the main receiver shall permit the reception of such of the frequencies and classes of emission used for the transmission of time signals, meteorological messages and such other communications relating to safety of navigation as may be considered necessary by the Administration.

(iii) The radiotelephone distress frequency watch receiver shall be preset to this frequency. It shall be provided with a filtering unit or a device to silence the loudspeaker if on the bridge in the absence of a radiotelephone alarm signal. The device shall be capable of being easily switched in and out and may be used when, in the opinion of the master, conditions are such that maintenance of the listening watch would interfere with the safe navigation of the ship.

(iv) (1) A radiotelephone transmitter, if provided, shall be fitted with an automatic device for generating the radiotelephone alarm signal, so designed as to prevent actuation by mistake, and complying with the requirements of paragraph (e) of Regulation 16 of this Chapter. The device shall be capable of being taken out of operation at any time in order to permit the immediate transmission of a distress message.

(2) Arrangements shall be made to check periodically the proper functioning of the automatic device for generating the radio-

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* In the absence of a direct measurement of the field strength the following data may be used as a guide for approximately determining the normal range:

Normal range in miles	Metre-amperes[1]	Total antenna power (watts)[2]
200	128	200
175	102	125
150	76	71
125	58	41
100	45	25
75	34	14

[1] This figure represents the product of the maximum height of the antenna above the deepest load water-line in metres and the antenna current in amperes (R.M.S. value). The values given in the second column of the table correspond to an average value of the ratio

$$\frac{\text{effective antenna height}}{\text{maximum antenna height}} = 0.47$$

This ratio varies with local conditions of the antenna and may vary between about 0.3 and 0.7.

[2] The values given in the third column of the table correspond to an average value of the ratio

$$\frac{\text{radiated antenna power}}{\text{total antenna power}} = 0.08$$

This ratio varies considerably according to the values of effective antenna height and antenna resistance.

telephone alarm signal on frequencies other than the radiotelephone distress frequency using a suitable artificial antenna.

(i) The main receiver shall have sufficient sensitivity to produce signals in headphones or by means of a loudspeaker when the receiver input is as low as 50 microvolts. The reserve receiver shall have sufficient sensitivity to produce such signals when the receiver input is as low as 100 microvolts.

(j) There shall be available at all times, while the ship is at sea, a supply of electrical energy sufficient to operate the main installation over the normal range required by paragraph (g) of this Regulation as well as for the purpose of charging any batteries forming part of the radiotelegraph station. The voltage of the supply for the main installation shall, in the case of new ships, be maintained within ± 10 per cent of the rated voltage. In the case of existing ships, it shall be maintained as near the rated voltage as possible and, if practicable, within ± 10 per cent.

(k) The reserve installation shall be provided with a source of energy independent of the propelling power of the ship and of the ship's electrical system.

(l) (i) The reserve source of energy shall preferably consist of accumulator batteries, which may be charged from the ship's electrical system, and shall under all circumstances be capable of being put into operation rapidly and of operating the reserve transmitter and receiver for at least six hours continuously under normal working conditions besides any of the additional loads mentioned in paragraphs (m) and (n) of this Regulation.*

(ii) The reserve source of energy is required to be of a capacity sufficient to operate simultaneously the reserve transmitter and the VHF installation, when fitted, for at least six hours unless a switching device is fitted to ensure alternate operation only. VHF usage of the reserve source of energy shall be limited to distress, urgency and safety communications. Alternatively, a separate reserve source of energy may be provided for the VHF installation.

(m) The reserve source of energy shall be used to supply the reserve installation and the automatic alarm signal keying device specified in paragraph (r) of this Regulation if it is electrically operated.

The reserve source of energy may also be used to supply:

(i) the radiotelegraph auto alarm;

(ii) the emergency light specified in paragraph (g) of Regulation 9 of this Chapter;

(iii) the direction-finder;

(iv) the VHF installation;

(v) the device for generating the radiotelephone alarm signal, if provided;

(vi) any device, prescribed by the Radio Regulations, to permit changeover from transmission to reception and vice versa.

Subject to the provisions of paragraph (n) of this Regulation, the reserve source of energy shall not be used other than for the purposes specified in this paragraph.

(n) Notwithstanding the provisions of paragraph (m) of this Regulation, the Administration may authorize the use in cargo ships of the reserve source of energy for a small number of low-power emergency circuits which are wholly confined to the upper part of the ship, such as emergency lighting on the boat deck, on condition that these can be readily disconnected if necessary, and that the source of energy is of sufficient capacity to carry the additional load or loads.

(o) The reserve source of energy and its switchboard shall be as high as practicable in the ship and readily accessible to the radio officer. The switchboard shall, wherever possible, be situated in a radio room; if it is not, it shall be capable of being illuminated.

(p) While the ship is at sea, accumulator batteries, whether forming part of the main installation or reserve installation, shall be brought up to the normal fully-charged condition daily.

(q) All steps shall be taken to eliminate so far as is possible the causes of, and to suppress, radio interference from electrical and other apparatus on board. If necessary, steps shall be taken to ensure that the antennae attached to broadcast receivers do not cause interference to the efficient or correct working of the radiotelegraph installation. Particular attention shall be paid to this requirement in the design of new ships.

(r) In addition to a means for manually transmitting the radiotelegraph alarm signal, an automatic radiotelegraph alarm signal keying device shall be provided, capable of keying the main and the reserve transmitters so as to transmit the radiotelegraph alarm signal. The device shall be capable of being taken out of operation at any time in order to permit immediate manual operation of the transmitter. If electrically operated, this keying device shall be capable of operation from the reserve source of energy.

(s) At sea, the reserve transmitter, if not used for communications, shall be tested daily using a suitable artificial antenna, and at least once during each voyage using the reserve antenna if installed. The reserve source of energy shall also be tested daily.

(t) All equipment forming part of the radiotelegraph installation shall be reliable, and shall be so constructed that it is readily accessible for maintenance purposes.

(u) Notwithstanding the provision of Regulation 4 of this Chapter, the Administration may, in the case of cargo ships of less than 1,600 tons gross tonnage, relax the full requirements of Regulation 9 of this Chapter and the

* For the purpose of determining the electrical load to be supplied by the reserve source of energy, the following formula is recommended as a guide:
½ of the transmitter current consumption with the key down (mark)
+ ½ of the transmitter current consumption with the key up (space)
+ current consumption of receiver and additional circuits connected to the reserve source of energy.

present Regulation, provided that the standard of the radiotelegraph station shall in no case fall below the equivalent of that prescribed under Regulation 15 and Regulation 16 of this Chapter for radiotelephone stations, so far as applicable. In particular, in the case of cargo ships of 300 tons gross tonnage and upwards but less than 500 tons gross tonnage, the Administration need not require:

(i) a reserve receiver;

(ii) a reserve source of energy in existing installations;

(iii) protection of the main antenna against breakage by whipping;

(iv) the means of communication between the radiotelegraph station and the bridge to be independent of the main communication system;

(v) the range of the transmitter to be greater than 75 miles.

Regulation 11

Radiotelegraph Auto Alarms

(a) Any radiotelegraph auto alarm installed after 26 May 1965 shall comply with the following minimum requirements:

(i) In the absence of interference of any kind it shall be capable of being actuated, without manual adjustment, by any radiotelegraph alarm signal transmitted on the radiotelegraph distress frequency by any coast station, ship's emergency or survival craft transmitter operating in accordance with the Radio Regulations, provided that the strength of the signal at the receiver input is greater than 100 microvolts and less than 1 volt.

(ii) In the absence of interference of any kind, it shall be actuated by either three or four consecutive dashes when the dashes vary in length from 3.5 to as near 6 seconds as possible and the spaces vary in length between 1.5 seconds and the lowest practicable value, preferably not greater than 10 milliseconds.

(iii) It shall not be actuated by atmospherics or by any signal other than the radiotelegraph alarm signal, provided that the received signals do not in fact constitute a signal falling within the tolerance limits indicated in sub-paragraph (ii) above.

(iv) The selectivity of the radiotelegraph auto alarm shall be such as to provide a practically uniform sensitivity over a band extending not less than 4 kHz and not more than 8 kHz on each side of the radiotelegraph distress frequency and to provide outside this band a sensitivity which decreases as rapidly as possible in conformity with the best engineering practice.

(v) If practicable, the radiotelegraph auto alarm shall, in the presence of atmospherics or interfering signals, automatically adjust itself so that within a reasonably short time it approaches the condition in which it can most readily distinguish the radiotelegraph alarm signal.

(vi) When actuated by a radiotelegraph alarm signal, or in the event of failure of the apparatus, the radiotelegraph auto alarm shall cause a continuous audible warning to be given in the radiotelegraph operating room, in the radio officer's sleeping accommodation and on the bridge. If practicable, warning shall also be given in the case of failure of any part of the whole alarm receiving system. Only one switch for stopping the warning shall be provided and this shall be situated in the radiotelegraph operating room.

(vii) For the purpose of regularly testing the radiotelegraph auto alarm, the apparatus shall include a generator pre-tuned to the radiotelegraph distress frequency and a keying device by means of which a radiotelegraph alarm signal of the minimum strength indicated in sub-paragraph (i) above is produced. A means shall also be provided for attaching headphones for the purpose of listening to signals received on the radiotelegraph auto alarm.

(viii) The radiotelegraph auto alarm shall be capable of withstanding vibration, humidity and changes of temperature, equivalent to severe conditions experienced on board ships at sea, and shall continue to operate under such conditions.

(b) Before a new type of radiotelegraph auto alarm is approved, the Administration concerned shall be satisfied, by practical tests made under operating conditions equivalent to those obtaining in practice, that the apparatus complies with paragraph (a) of this Regulation.

(c) In ships fitted with a radiotelegraph auto alarm, its efficiency shall be tested by a radio officer at least once every 24 hours while at sea. If it is not in working order, the radio officer shall report that fact to the master or officer on watch on the bridge.

(d) A radio officer shall periodically check the proper functioning of the radiotelegraph auto alarm receiver, with its normal antenna connected, by listening to signals and by comparing them with similar signals received on the radiotelegraph distress frequency on the main installation.

(e) As far as practicable, the radiotelegraph auto alarm, when connected to an antenna shall not affect the accuracy of the direction-finder.

Regulation 12

Direction-Finders

(a) (i) The direction-finding apparatus required by Regulation 12 of Chapter V shall be efficient and capable of receiving signals with the minimum of receiver noise and of taking bearings from which the true bearing and direction may be determined.

(ii) It shall be capable of receiving signals on the radiotelegraph frequencies assigned by the Radio Regulations for the purposes of distress and direction-finding and for maritime radio beacons.

(iii) In the absence of interference the direction-finding apparatus shall have a sensitivity sufficient to permit accurate bearings being taken on a signal having a field strength as low as 50 microvolts per metre.

(iv) As far as is practicable, the direction-finding apparatus shall be so located that as little interference as possible from mechanical or other noise will be caused to the efficient determination of bearings.

(v) As far as is practicable, the direction-finding antenna system shall be erected in such a manner that the efficient determination of bearings will be hindered as little as possible by the close proximity of other antennae, derricks, wire halyards or other large metal objects.

(vi) An efficient two-way means of calling and voice communication shall be provided between the direction-finder and the bridge.

(vii) All direction-finders shall be calibrated to the satisfaction of the Administration on first installation. The calibration shall be verified by check bearings or by a further calibration whenever any changes are made in the position of any antennae or of any structures on deck which might affect appreciably the accuracy of the direction-finder. The calibration particulars shall be checked at yearly intervals, or as near thereto as possible. A record shall be kept of the calibrations and of any checks made of their accuracy.

(b) (i) Radio equipment for homing on the radiotelephone distress frequency shall be capable of taking direction-finding bearings on that frequency without ambiguity of sense within an arc of 30 degrees on either side of the bow.

(ii) When installing and testing the equipment referred to in this paragraph due regard should be given to the relevant recommendation of the International Radio Consultative Committee (CCIR).

(iii) All reasonable steps shall be taken to ensure the homing capability required by this paragraph. In cases where due to technical difficulties the homing capability cannot be achieved, Administrations may grant to individual ships exemptions from the requirements of this paragraph.

Regulation 13

Radiotelegraph Installation for Fitting in Motor Lifeboats

(a) The radiotelegraph installation required by Regulation 14 of Chapter III shall include a transmitter, a receiver and a source of energy. It shall be so designed that it can be used in an emergency by an unskilled person.

(b) The transmitter shall be capable of transmitting on the radiotelegraph distress frequency using a class of emission assigned by the Radio Regulations for that frequency. The transmitter shall also be capable of transmitting on the frequency, and of using a class of emission, assigned by the Radio Regulations for use by survival craft in the bands between 4,000 kHz and 27,500 kHz.

(c) The transmitter shall, if modulated emission is prescribed by the Radio Regulations, have a depth of modulation of not less than 70 per cent and a note frequency between 450 and 1,350 Hz.

(d) In addition to a key for manual transmissions, the transmitter shall be fitted with an automatic keying device for the transmission of the radiotelegraph alarm and distress signals.

(e) On the radiotelegraph distress frequency the transmitter shall have a minimum normal range (as specified in paragraph (g) of Regulation 10 of this Chapter) of 25 miles using the fixed antenna.*

(f) The receiver shall be capable of receiving the radiotelegraph distress frequency and the classes of emission assigned by the Radio Regulations for that frequency.

(g) The source of energy shall consist of an accumulator battery with sufficient capacity to supply the transmitter for four hours continuously under normal working conditions. If the battery is of a type that requires charging, means shall be available for charging it from the ship's power supply. In addition there shall be a means for charging it after the lifeboat has been launched.

(h) When the power for the radiotelegraph installation and the searchlight required by Regulation 14 of Chapter III are drawn from the same battery, it shall have sufficient capacity to provide for the additional load of the searchlight.

(i) A fixed-type antenna will be provided together with means for supporting it at the maximum practicable height. In addition an antenna supported by a kite or balloon shall be provided if practicable.

(j) At sea a radio officer shall at weekly intervals test the transmitter using a suitable artificial antenna, and shall bring the battery up to full charge if it is of a type which requires charging.

Regulation 14

Portable Radio Apparatus for Survival Craft

(a) The apparatus required by Regulation 13 of Chapter III shall include a transmitter, a receiver, an antenna and a source of energy. It shall be so designed that it can be used in an emergency by an unskilled person.

(b) The apparatus shall be readily portable, watertight, capable of floating in sea water and capable of being dropped into the sea without damage. New equipment shall be as light-weight and compact as practicable and shall preferably be capable of use in both lifeboats and liferafts.

(c) The transmitter shall be capable of transmitting on the radiotelegraph distress frequency using a class of emission assigned by the Radio Regulations for that frequency, and, in the bands between 4,000 kHz and 27,500 kHz, of transmitting on the radiotelegraph frequency, and of using a class of emission assigned by the Radio Regulations for survival craft. However, the Administration may permit the transmitter to be capable of transmitting on the radiotelephone distress frequency, and of using a class of emission assigned by the

* In the absence of a measurement of the field strength, it may be assumed that this range will be obtained if the product of the height of the antenna above the water-line and the antenna current (R.M.S. value) is 10 metre-amperes.

Radio Regulations for that frequency, as an alternative or in addition to transmission on the radiotelegraph frequency assigned by the Radio Regulations for survival craft in the bands between 4,000 kHz and 27,500 kHz.

(d) The transmitter shall, if modulated emission is prescribed by the Radio Regulations, have a depth of modulation of not less than 70 per cent and in the case of radiotelegraph emission have a note frequency between 450 and 1,350 Hz.

(e) In addition to a key for manual transmissions, the transmitter shall be fitted with an automatic keying device for the transmission of the radiotelegraph alarm and distress signals. If the transmitter is capable of transmitting on the radiotelephone distress frequency, it shall be fitted with an automatic device, complying with the requirements of paragraph (e) of Regulation 16 of this Chapter, for transmitting the radiotelephone alarm signal.

(f) The receiver shall be capable of receiving the radiotelegraph distress frequency and the classes of emission assigned by the Radio Regulations for that frequency. If the transmitter is capable of transmitting on the radiotelephone distress frequency the receiver shall also be capable of receiving that frequency and a class of emission assigned by the Radio Regulations for that frequency.

(g) The antenna shall be either self-supporting or capable of being supported by the mast of a lifeboat at the maximum practicable height. In addition it is desirable that an antenna supported by a kite or balloon shall be provided if practicable.

(h) The transmitter shall supply an adequate radio frequency power* to the antenna required by paragraph (a) of this Regulation and shall preferably derive its supply from a hand generator. If operated from a battery, the battery shall comply with conditions laid down by the Administration to ensure that it is of a durable type and is of adequate capacity.

(i) At sea a radio officer or a radiotelephone operator, as appropriate, shall at weekly intervals test the transmitter, using a suitable artificial antenna and shall bring the battery up to full charge if it is of a type which requires charging.

(j) For the purpose of this Regulation, new equipment means equipment supplied to a ship after the date of entry into force of the present Convention.

Regulation 15

Radiotelephone Stations

(a) The radiotelephone station shall be in the upper part of the ship and so located that it is sheltered to the greatest possible extent from noise which might impair the correct reception of messages and signals.

* It may be assumed that the purposes of this Regulation will be satisfied by the following performance:
At least 10 watts input to the anode of the final stage or a radio-frequency output of at least 2.0 watts (A2 emission) at 500 kHz into an artificial antenna having an effective resistance of 15 ohms and 100×10^{-12} farads capacitance in series. The depth of modulation shall be at least 70 per cent.

(b) There shall be efficient communication between the radiotelephone station and the bridge.

(c) A reliable clock shall be securely mounted in such a position that the entire dial can be easily observed from the radiotelephone operating position.

(d) A reliable emergency light shall be provided, independent of the system which supplies the normal lighting of the radiotelephone installation, and permanently arranged so as to be capable of providing adequate illumination of the operating controls of the radiotelephone installation, of the clock required by paragraph (c) of this Regulation and of the card of instructions required by paragraph (f).

(e) Where a source of energy consists of a battery or batteries, the radiotelephone station shall be provided with a means of assessing the charge condition.

(f) A card of instructions giving a clear summary of the radiotelephone distress procedure shall be displayed in full view of the radiotelephone operating position.

Regulation 16

Radiotelephone Installations

(a) The radiotelephone installation shall include transmitting and receiving equipment, and appropriate sources of energy (referred to in the following paragraphs as "the transmitter", "the receiver", "the radiotelephone distress frequency watch receiver", and "the source of energy" respectively).

(b) The transmitter shall be capable of transmitting on the radiotelephone distress frequency and on at least one other frequency in the bands between 1,605 kHz and 2,850 kHz, using the classes of emission assigned by the Radio Regulations for these frequencies. In normal operation a double sideband transmission or a single sideband transmission with full carrier (i.e., A3H) shall have a depth of modulation of at least 70 per cent at peak intensity. Modulation of a single sideband transmission with reduced or suppressed carrier (A3A, A3J) shall be such that the intermodulation products shall not exceed the values given in the Radio Regulations.

(c) (i) In the case of cargo ships of 500 tons gross tonnage and upwards but less than 1,600 tons gross tonnage the transmitter shall have a minimum normal range of 150 miles, i.e., it shall be capable of transmitting clearly perceptible signals from ship to ship by day and under normal conditions and circumstances over this range.* (Clearly perceptible signals will normally be received if the R.M.S. value of the field strength produced at the receiver by the unmodulated carrier is at least 25 microvolts per metre.)

(ii) In the case of cargo ships of 300 tons gross tonnage and upwards but less than 500 tons gross tonnage:

* In the absence of field strength measurements, it may be assumed that this range will be obtained by a power in the antenna of 15 watts (unmodulated carrier) with an antenna efficiency of 27 per cent.

(1) for existing installations the transmitter shall have a minimum normal range of at least 75 miles; and

(2) for new installations the transmitter shall produce a power in the antenna of at least 15 watts (unmodulated carrier).

(d) The transmitter shall be fitted with a device for generating the radiotelephone alarm signal by automatic means so designed as to prevent actuation by mistake. The device shall be capable of being taken out of operation at any time in order to permit the immediate transmission of a distress message. Arrangements shall be made to check periodically the proper functioning of the device on frequencies other than the radiotelephone distress frequency using a suitable artificial antenna.

(e) The device required by paragraph (d) of this Regulation shall comply with the following requirements:

(i) The tolerance of the frequency of each tone shall be ± 1.5 per cent.

(ii) The tolerance on the duration of each tone shall be ± 50 milliseconds.

(iii) The interval between successive tones shall not exceed 50 milliseconds.

(iv) The ratio of the amplitude of the stronger tone to that of the weaker shall be within the range 1 to 1.2.

(f) The receiver required by paragraph (a) of this Regulation shall be capable of receiving the radiotelephone distress frequency and at least one other frequency available for maritime radiotelephone stations in the bands between 1,605 kHz and 2,850 kHz, using the classes of emission assigned by the Radio Regulations for these frequencies. In addition the receiver shall permit the reception of such other frequencies, using the classes of emission assigned by the Radio Regulations, as are used for the transmission by radiotelephony of meteorological messages and such other communications relating to the safety of navigation as may be considered necessary by the Administration. The receiver shall have sufficient sensitivity to produce signals by means of a loudspeaker when the receiver input is as low as 50 microvolts.

(g) The radiotelephone distress frequency watch receiver shall be preset to this frequency. It shall be provided with a filtering unit or a device to silence the loudspeaker in the absence of a radiotelephone alarm signal. The device shall be capable of being easily switched in and out and may be used when, in the opinion of the master, conditions are such that maintenance of the listening watch would interfere with the safe navigation of the ship.

(h) To permit rapid change-over from transmission to reception when manual switching is used, the control for the switching device shall, where practicable, be located on the microphone or the telephone handset.

(i) While the ship is at sea, there shall be available at all times a main source of energy sufficient to operate the installation over the normal range required by paragraph (c) of this Regulation. If batteries are provided they shall under all circumstances have sufficient capacity to operate the transmitter and receiver for at least six hours continuously under normal working conditions.* In installations in cargo ships of 500 tons gross tonnage and upwards but less than 1,600 tons gross tonnage made on or after 19 November 1952, a reserve source of energy shall be provided in the upper part of the ship unless the main source of energy is so situated.

(j) The reserve source of energy, if provided, may be used only to supply:

(i) the radiotelephone installation;

(ii) the emergency light required by paragraph (d) of Regulation 15 of this Chapter;

(iii) the device required by paragraph (d) of this Regulation, for generating the radiotelephone alarm signal; and

(iv) the VHF installation.

(k) Notwithstanding the provisions of paragraph (j) of this Regulation, the Administration may authorize the use of the reserve source of energy, if provided, for a direction-finder, if fitted, and for a number of low-power emergency circuits which are wholly confined to the upper part of the ship, such as emergency lighting on the boat deck, on condition that the additional loads can be readily disconnected, and that the source of energy is of sufficient capacity to carry them.

(l) While at sea, any battery provided shall be kept charged so as to meet the requirements of paragraph (i) of this Regulation.

(m) An antenna shall be provided and installed and, if suspended between supports liable to whipping, shall in the case of cargo ships of 500 tons gross tonnage and upwards but less than 1,600 tons gross tonnage be protected against breakage. In addition, there shall be a spare antenna completely assembled for immediate replacement or, where this is not practicable, sufficient antenna wire and insulators to enable a spare antenna to be erected. The necessary tools to erect an antenna shall also be provided.

Regulation 17

VHF Radiotelephone Stations

(a) When a VHF radiotelephone station is provided in accordance with Regulation 18 of Chapter V, it shall be in the upper part of the ship and include a VHF radiotelephone installation complying with the provisions of this Regulation and comprising a transmitter and receiver, a source of power capable of actuating them at their rated power levels, and an antenna suitable for efficient radiating and receiving signals at the operating frequencies.

* For the purpose of determining the electrical load to be supplied by batteries required to have six hours reserve capacity, the following formula is recommended as a guide:
½ of the current consumption necessary for speech transmission
+ current consumption of receiver
+ current consumption of all additional loads to which the batteries may supply energy in time of distress or emergency.

(b) Such a VHF installation shall conform to the requirements laid down in the Radio Regulations for equipment used in the VHF Maritime Mobile Radiotelephone Service and shall be capable of operation on those channels specified by the Radio Regulations and as may be required by the Contracting Government referred to in Regulation 18 of Chapter V.

(c) The Contracting Government shall not require the transmitter R.F. carrier power output to be greater than 10 watts. The antenna shall, in so far as is practicable, have an unobstructed view in all directions.*

(d) Control of the VHF channels required for navigational safety shall be immediately available on the bridge convenient to the conning position and, where necessary, facilities should also be available to permit radiocommunications from the wings of the bridge.

Regulation 18

Radiotelephone Auto Alarms

(a) The radiotelephone auto alarm shall comply with the following minimum requirements:

(i) the frequencies of maximum response of the tuned circuits, and other tone selecting devices, shall be subject to a tolerance of ± 1.5 per cent in each instance; and the response shall not fall below 50 per cent of the maximum response for frequencies within 3 per cent of the frequency of maximum response;

(ii) in the absence of noise and interference, the automatic receiving equipment shall be capable of operating from the alarm signal in a period of not less than four and not more than six seconds;

(iii) the automatic receiving equipment shall respond to the alarm signal, under conditions of intermittent interference caused by atmospherics and powerful signals other than the alarm signal, preferably without any manual adjustment being required during any period of watch maintained by the equipment;

(iv) the automatic receiving equipment shall not be actuated by atmospherics or by strong signals other than the alarm signal;

(v) the automatic receiving equipment shall be effective beyond the range at which speech transmission is satisfactory;

(vi) the automatic receiving equipment shall be capable of withstanding vibration, humidity, changes of temperature and variations in power supply voltage equivalent to the severe conditions experienced on board ships at sea, and shall continue to operate under such conditions;

* For guidance purposes, it is assumed that each ship would be fitted with a vertically polarized unity gain antenna at a nominal height of 9.1 metres (30 feet) above water, a transmitter R.F. power output of 10 watts, and a receiver sensitivity of 2 microvolts across the input terminals for 20 db signal-to-noise ratio.

(vii) the automatic receiving equipment should, as far as practicable, give warning of faults that would prevent the apparatus from performing its normal functions during watch hours.

(b) Before a new type of radiotelephone auto alarm is approved, the Administration concerned shall be satisfied by practical tests, made under operating conditions equivalent to those obtained in practice, that the apparatus complies with paragraph (a) of this Regulation.

PART D – RADIO LOGS

Regulation 19

Radio Logs

(a) The radio log (diary of the radio service) required by the Radio Regulations for a ship which is fitted with a radiotelegraph station in accordance with Regulation 3 or Regulation 4 of this Chapter shall be kept in the radiotelegraph operating room during the voyage. Every radio officer shall enter in the log his name, the times at which he goes on and off watch, and all incidents connected with the radio service which occur during his watch which may appear to be of importance to safety of life at sea. In addition, there shall be entered in the log:

(i) the entries required by the Radio Regulations;

(ii) details of the maintenance, including a record of the charging of the batteries, in such form as may be prescribed by the Administration;

(iii) a daily statement that the requirement of paragraph (p) of Regulation 10 of this Chapter has been fulfilled;

(iv) details of the tests of the reserve transmitter and reserve source of energy made under paragraph (s) of Regulation 10 of this Chapter;

(v) in ships fitted with a radiotelegraph auto alarm details of tests made under paragraph (c) of Regulation 11 of this Chapter;

(vi) details of the maintenance of the batteries, including a record of the charging (if applicable) required by paragraph (j) of Regulation 13 of this Chapter, and details of the tests required by that paragraph in respect of the transmitters fitted in motor lifeboats;

(vii) details of the maintenance of the batteries, including a record of the charging (if applicable) required by paragraph (i) of Regulation 14 of this Chapter, and details of the tests required by that paragraph in respect of portable radio apparatus for survival craft;

(viii) the time at which the listening watch was discontinued in accordance with paragraph (d) of Regulation 6 of this Chapter, together with the reason and the time at which the listening watch was resumed.

(b) The radio log (diary of the radio service) required by the Radio Regulations for a ship which is fitted with a radiotelephone station in accordance with Regulation 4 of this Chapter shall be kept at the place where listening watch is maintained. Every qualified operator, and every master, officer or crew member carrying out a listening watch in accordance with Regulation 7 of this Chapter, shall enter in the log, with his name, the details of all incidents connected with the radio service which occur during his watch which may appear to be of importance to safety of life at sea. In addition, there shall be entered in the log:

(i) the details required by the Radio Regulations;

(ii) the time at which listening watch begins when the ship leaves port, and the time at which it ends when the ship reaches port;

(iii) the time at which listening watch is for any reason discontinued, together with the reason, and the time at which listening watch is resumed;

(iv) details of the maintenance of the batteries (if provided), including a record of the charging required by paragraph (l) of Regulation 16 of this Chapter;

(v) details of the maintenance of the batteries, including a record of the charging (if applicable) required by paragraph (i) of Regulation 14 of this Chapter, and details of the tests required by that paragraph in respect of portable radio apparatus for survival craft.

(c) Radio logs shall be available for inspection by the officers authorized by the Administration to make such inspection.

CHAPTER V

SAFETY OF NAVIGATION

Regulation 1

Application

This Chapter, unless otherwise expressly provided in this Chapter, applies to all ships on all voyages, except ships of war and ships solely navigating the Great Lakes of North America and their connecting and tributary waters as far east as the lower exit of the St. Lambert Lock at Montreal in the Province of Quebec, Canada.

Regulation 2

Danger Messages

(a) The master of every ship which meets with dangerous ice, a dangerous derelict, or any other direct danger to navigation, or a tropical storm, or encounters sub-freezing air temperatures associated with gale force winds causing severe ice accretion on superstructures, or winds of force 10 or above on the Beaufort scale for which no storm warning has been received, is bound to communicate the information by all the means at his disposal to ships in the vicinity, and also to the competent authorities at the first point on the coast with which he can communicate. The form in which the information is sent is not obligatory. It may be transmitted either in plain language (preferably English) or by means of the International Code of Signals. It should be broadcast to all ships in the vicinity and sent to the first point on the coast to which communication can be made, with a request that it be transmitted to the appropriate authorities.

(b) Each Contracting Government will take all steps necessary to ensure that when intelligence of any of the dangers specified in paragraph (a) of this Regulation is received, it will be promptly brought to the knowledge of those concerned and communicated to other interested Governments.

(c) The transmission of messages respecting the dangers specified is free of cost to the ships concerned.

(d) All radio messages issued under paragraph (a) of this Regulation shall be preceded by the Safety Signal, using the procedure as prescribed by the Radio Regulations as defined in Regulation 2 of Chapter IV.

Regulation 3

Information required in Danger Messages

The following information is required in danger messages:

(a) *Ice, Derelicts and other Direct Dangers to Navigation*

(i) The kind of ice, derelict or danger observed.

(ii) The position of the ice, derelict or danger when last observed.

(iii) The time and date (Greenwich Mean Time) when danger last observed.

(b) *Tropical Storms* (Hurricanes in the West Indies, Typhoons in the China Sea, Cyclones in Indian waters, and storms of a similar nature in other regions)

(i) A statement that a tropical storm has been encountered. This obligation should be interpreted in a broad spirit, and information transmitted whenever the master has good reason to believe that a tropical storm is developing or exists in his neighbourhood.

(ii) Time, date (Greenwich Mean Time) and position of ship when the observation was taken.

(iii) As much of the following information as is practicable should be included in the message:

- barometric pressure, preferably corrected (stating millibars, millimetres, or inches, and whether corrected or uncorrected);
- barometric tendency (the change in barometric pressure during the past three hours);
- true wind direction;
- wind force (Beaufort scale);
- state of the sea (smooth, moderate, rough, high);
- swell (slight, moderate, heavy) and the true direction from which it comes. Period or length of swell (short, average, long) would also be of value;
- true course and speed of ship.

(c) *Subsequent Observations*

When a master has reported a tropical or other dangerous storm, it is desirable, but not obligatory, that further observations be made and transmitted hourly, if practicable, but in any case at intervals of not more than three hours, so long as the ship remains under the influence of the storm.

(d) *Winds of force 10 or above on the Beaufort scale for which no storm warning has been received*

This is intended to deal with storms other than the tropical storms referred to in paragraph (b) of this Regulation; when such a storm is encountered, the message should contain similar information to that listed under that paragraph but excluding the details concerning sea and swell.

(e) *Sub-freezing air temperatures associated with gale force winds causing severe ice accretion on superstructures*

(i) Time and date (Greenwich Mean Time).

(ii) Air temperature.

(iii) Sea temperature (if practicable).

(iv) Wind force and direction.

Examples

Ice

TTT Ice. Large berg sighted in 4605 N., 4410 W., at 0800 GMT. May 15.

Derelicts

TTT Derelict. Observed derelict almost submerged in 4006 N., 1243 W., at 1630 GMT. April 21.

Danger to Navigation

TTT Navigation. Alpha lightship not on station. 1800 GMT. January 3.

Tropical Storm

TTT Storm. 0030 GMT. August 18. 2004 N., 11354 E. Barometer corrected 994 millibars, tendency down 6 millibars. Wind NW., force 9, heavy squalls. Heavy easterly swell. Course 067, 5 knots.

TTT Storm. Appearances indicate approach of hurricane. 1300 GMT. September 14. 2200 N., 7236 W. Barometer corrected 29.64 inches, tendency down .015 inches. Wind NE., force 8, frequent rain squalls. Course 035, 9 knots.

TTT Storm. Conditions indicate intense cyclone has formed. 0200 GMT. May 4. 1620 N., 9203 E. Barometer uncorrected 753 millimetres, tendency down 5 millimetres. Wind S. by W., force 5. Course 300, 8 knots.

TTT Storm. Typhoon to southeast. 0300 GMT. June 12. 1812 N., 12605 E. Barometer falling rapidly. Wind increasing from N.

TTT Storm. Wind force 11, no storm warning received. 0300 GMT. May 4. 4830 N., 30 W. Barometer corrected 983 millibars, tendency down 4 millibars. Wind SW., force 11 veering. Course 260, 6 knots.

Icing

TTT experiencing severe icing. 1400 GMT. March 2. 69 N., 10 W. Air temperature 18. Sea temperature 29. Wind NE., force 8.

Regulation 4

Meteorological Services

(a) The Contracting Governments undertake to encourage the collection of meteorological data by ships at sea and to arrange for their examination, dissemination and exchange in the manner most suitable for the purpose of aiding navigation. Administrations shall encourage the use of instruments of a high degree of accuracy, and shall facilitate the checking of such instruments upon request.

(b) In particular, the Contracting Governments undertake to co-operate in carrying out, as far as practicable, the following meteorological arrangements:

(i) To warn ships of gales, storms and tropical storms, both by the issue of radio messages and by the display of appropriate signals at coastal points.

(ii) To issue daily, by radio, weather bulletins suitable for shipping, containing data of existing weather, waves and ice, forecasts and, when practicable, sufficient additional information to enable simple

weather charts to be prepared at sea and also to encourage the transmission of suitable facsimile weather charts.

(iii) To prepare and issue such publications as may be necessary for the efficient conduct of meteorological work at sea and to arrange, if practicable, for the publication and making available of daily weather charts for the information of departing ships.

(iv) To arrange for selected ships to be equipped with tested instruments (such as a barometer, a barograph, a psychrometer, and suitable apparatus for measuring sea temperature) for use in this service, and to take meteorological observations at main standard times for surface synoptic observations (at least four times daily, whenever circumstances permit) and to encourage other ships to take observations in a modified form, particularly when in areas where shipping is sparse; these ships to transmit their observations by radio for the benefit of the various official meteorological services, repeating the information for the benefit of ships in the vicinity. When in the vicinity of a tropical storm, or of a suspected tropical storm, ships should be encouraged to take and transmit their observations at more frequent intervals whenever practicable, bearing in mind navigational preoccupations of ships' officers during storm conditions.

(v) To arrange for the reception and transmission by coast radio stations of weather messages from and to ships. Ships which are unable to communicate direct with shore shall be encouraged to relay their weather messages through ocean weather ships or through other ships which are in contact with shore.

(vi) To encourage all masters to inform ships in the vicinity and also shore stations whenever they experience a wind speed of 50 knots or more (force 10 on the Beaufort scale).

(vii) To endeavour to obtain a uniform procedure in regard to the international meteorological services already specified, and, as far as is practicable, to conform to the Technical Regulations and recommendations made by the World Meteorological Organization, to which the Contracting Governments may refer for study and advice any meteorological question which may arise in carrying out the present Convention.

(c) The information provided for in this Regulation shall be furnished in form for transmission and transmitted in the order of priority prescribed by the Radio Regulations, and during transmission "to all stations" of meteorological information, forecasts and warnings, all ship stations must conform to the provisions of the Radio Regulations.

(d) Forecasts, warnings, synoptic and other meteorological reports intended for ships shall be issued and disseminated by the national service in the best position to serve various zones and areas, in accordance with mutual arrangements made by the Contracting Governments concerned.

Regulation 5

Ice Patrol Service

(a) The Contracting Governments undertake to continue an ice patrol and a service for study and observation of ice conditions in the North Atlantic. During the whole of the ice season the south-eastern, southern and south-western limits of the regions of icebergs in the vicinity of the Grand Banks of Newfoundland shall be guarded for the purpose of informing passing ships of the extent of this dangerous region; for the study of ice conditions in general; and for the purpose of affording assistance to ships and crews requiring aid within the limits of operation of the patrol ships. During the rest of the year the study and observation of ice conditions shall be maintained as advisable.

(b) Ships and aircraft used for the ice patrol service and the study and observation of ice conditions may be assigned other duties by the managing Government, provided that such other duties do not interfere with their primary purpose or increase the cost of this service.

Regulation 6

Ice Patrol. Management and Cost

(a) The Government of the United States of America agrees to continue the management of the ice patrol service and the study and observation of ice conditions, including the dissemination of information received therefrom. The Contracting Governments specially interested in these services undertake to contribute to the expense of maintaining and operating these services; each contribution to be based upon the total gross tonnage of the vessels of each contributing Government passing through the regions of icebergs guarded by the Ice Patrol; in particular, each Contracting Government specially interested undertakes to contribute annually to the expense of maintaining and operating these services a sum determined by the ratio which the total gross tonnage of that Contracting Government's vessels passing during the ice season through the regions of icebergs guarded by the Ice Patrol bears to the combined total gross tonnage of the vessels of all contributing Governments passing during the ice season through the regions of icebergs guarded by the Ice Patrol. Non-contracting Governments specially interested may contribute to the expense of maintaining and operating these services on the same basis. The managing Government will furnish annually to each contributing Government a statement of the total cost of maintaining and operating the Ice Patrol and of the proportionate share of each contributing Government.

(b) Each of the contributing Governments has the right to alter or discontinue its contribution, and other interested Governments may undertake to contribute to the expense. The contributing Government which avails itself of this right will continue responsible for its current contribution up to 1 September following the date of giving notice of intention to alter or discontinue its contribution. To take advantage of the said right it must give notice to the managing Government at least six months before the said 1 September.

(c) If, at any time, the United States Government should desire to discontinue these services, or if one of the contributing Governments should express a wish to relinquish responsibility for its pecuniary contribution, or to have its contribution altered, or another Contracting Government should desire to undertake to contribute to the expense, the contributing Governments shall settle the question in accordance with their mutual interests.

(d) The contributing Governments shall have the right by common consent to make from time to time such alterations in the provisions of this Regulation and of Regulation 5 of this Chapter as appear desirable.

(e) Where this Regulation provides that a measure may be taken after agreement among the contributing Governments, proposals made by any Contracting Government for effecting such a measure shall be communicated to the managing Government which shall approach the other contributing Governments with a view to ascertaining whether they accept such proposals, and the results of the enquiries thus made shall be sent to the other contributing Governments and the Contracting Government making the proposals. In particular, the arrangements relating to contributions to the cost of the services shall be reviewed by the contributing Governments at intervals not exceeding three years. The managing Government shall initiate the action necessary to this end.

Regulation 7

Speed Near Ice

When ice is reported on or near his course the master of every ship at night is bound to proceed at a moderate speed or to alter his course so as to go well clear of the danger zone.

Regulation 8

Routeing

(a) The practice of following, particularly in converging areas, routes adopted for the purpose of separation of traffic including avoidance of passage through areas designated as areas to be avoided by ships or certain classes of ships, or for the purpose of avoiding unsafe conditions, has contributed to the safety of navigation and is recommended for use by all ships concerned.

(b) The Organization is recognized as the only international body for establishing and adopting measures on an international level concerning routeing and areas to be avoided by ships or certain classes of ships. It will collate and disseminate to Contracting Governments all relevant information.

(c) The selection of the routes and the initiation of action with regard to them, and the delineation of what constitutes converging areas, will be primarily the responsibility of the Governments concerned. In the development of routeing schemes which impinge upon international waters, or such other schemes they may wish adopted by the Organization, they will give due consideration to relevant information published by the Organization.

(d) Contracting Governments will use their influence to secure the appropriate use of adopted routes and will do everything in their power to ensure adherence to the measures adopted by the Organization in connexion with routeing of ships.

(e) Contracting Governments will also induce all ships proceeding on voyages in the vicinity of the Grand Banks of Newfoundland to avoid, as far as practicable, the fishing banks of Newfoundland north of latitude 43° N and to pass outside regions known or believed to be endangered by ice.

Regulation 9

Misuse of Distress Signals

The use of an international distress signal, except for the purpose of indicating that a ship or aircraft is in distress, and the use of any signal which may be confused with an international distress signal, are prohibited on every ship or aircraft.

Regulation 10

Distress Messages – Obligations and Procedures

(a) The master of a ship at sea, on receiving a signal from any source that a ship or aircraft or survival craft thereof is in distress, is bound to proceed with all speed to the assistance of the persons in distress informing them if possible that he is doing so. If he is unable or, in the special circumstances of the case, considers it unreasonable or unnecessary to proceed to their assistance, he must enter in the logbook the reason for failing to proceed to the assistance of the persons in distress.

(b) The master of a ship in distress, after consultation, so far as may be possible, with the masters of the ships which answer his call for assistance, has the right to requisition such one or more of those ships as he considers best able to render assistance, and it shall be the duty of the master or masters of the ship or ships requisitioned to comply with the requisition by continuing to proceed with all speed to the assistance of persons in distress.

(c) The master of a ship shall be released from the obligation imposed by paragraph (a) of this Regulation when he learns that one or more ships other than his own have been requisitioned and are complying with the requisition.

(d) The master of a ship shall be released from the obligation imposed by paragraph (a) of this Regulation, and, if his ship has been requisitioned, from the obligation imposed by paragraph (b) of this Regulation, if he is informed by the persons in distress or by the master of another ship which has reached such persons that assistance is no longer necessary.

(e) The provisions of this Regulation do not prejudice the International Convention for the unification of certain rules with regard to Assistance and Salvage at Sea, signed at Brussels on 23 September 1910, particularly the obligation to render assistance imposed by Article 11 of that Convention.

Regulation 11

Signalling Lamps

All ships of over 150 tons gross tonnage, when engaged on international voyages, shall have on board an efficient daylight signalling lamp which shall not be solely dependent upon the ship's main source of electrical power.

Regulation 12

Shipborne Navigational Equipment

(a) All ships of 1,600 tons gross tonnage and upwards shall be fitted with a radar of a type approved by the Administration. Facilities for plotting radar readings shall be provided on the bridge in those ships.

(b) All ships of 1,600 tons gross tonnage and upwards, when engaged on international voyages, shall be fitted with radio direction-finding apparatus complying with the provisions of Regulation 12 of Chapter IV. The Administration may, in areas where it considers it unreasonable or unnecessary for such apparatus to be carried, exempt any ship of less than 5,000 tons gross tonnage from this requirement, due regard being had to the fact that radio direction-finding apparatus is of value both as a navigational instrument and as an aid to locating ships, aircraft or survival craft.

(c) All ships of 1,600 tons gross tonnage and upwards, when engaged on international voyages, shall be fitted with a gyro-compass in addition to the magnetic compass. The Administration, if it considers it unreasonable or unnecessary to require a gyro-compass, may exempt any ship of less than 5,000 tons gross tonnage from this requirement.

(d) All new ships of 500 tons gross tonnage and upwards, when engaged on international voyages, shall be fitted with an echo-sounding device.

(e) Whilst all reasonable steps shall be taken to maintain the apparatus in an efficient condition, malfunction of the radar equipment, the gyro-compass or the echo-sounding device shall not be considered as making the ship unseaworthy or as a reason for delaying the ship in ports where repair facilities are not readily available.

(f) All new ships of 1,600 tons gross tonnage and upwards, when engaged on international voyages, shall be fitted with radio equipment for homing on the radiotelephone distress frequency complying with the relevant provisions of paragraph (b) of Regulation 12 of Chapter IV.

Regulation 13

Manning

The Contracting Governments undertake, each for its national ships, to maintain, or, if it is necessary, to adopt, measures for the purpose of ensuring that, from the point of view of safety of life at sea, all ships shall be sufficiently and efficiently manned.

Regulation 14

Aids to Navigation

The Contracting Governments undertake to arrange for the establishment and maintenance of such aids to navigation, including radio beacons and electronic aids as, in their opinion, the volume of traffic justifies and the degree of risk requires, and to arrange for information relating to these aids to be made available to all concerned.

Regulation 15

Search and Rescue

(a) Each Contracting Government undertakes to ensure that any necessary arrangements are made for coast watching and for the rescue of persons in distress at sea round its coasts. These arrangements should include the establishment, operation and maintenance of such maritime safety facilities as are deemed practicable and necessary having regard to the density of the seagoing traffic and the navigational dangers and should, so far as possible, afford adequate means of locating and rescuing such persons.

(b) Each Contracting Government undertakes to make available information concerning its existing rescue facilities and the plans for changes therein, if any.

Regulation 16

Life-Saving Signals

The following signals shall be used by life-saving stations and maritime rescue units when communicating with ships or persons in distress and by ships or persons in distress when communicating with life-saving stations and maritime rescue units. The signals used by aircraft engaged in search and rescue operations to direct ships are indicated in paragraph (d) below. An illustrated table describing the signals listed below shall be readily available to the officer of the watch of every ship to which this Chapter applies.

(a) Replies from life-saving stations or maritime rescue units to distress signals made by a ship or person:

Signal	*Signification*
By day – Orange smoke signal or combined light and sound signal (thunderlight) consisting of three single signals which are fired at intervals of approximately one minute. *By night* – White star rocket consisting of three single signals which are fired at intervals of approximately one minute.	"You are seen – assistance will be given as soon as possible." (Repetition of such signals shall have the same meaning.)

If necessary the day signals may be given at night or the night signals by day.

(b) Landing signals for the guidance of small boats with crews or persons in distress:

Signal	*Signification*
By day – Vertical motion of a white flag or the arms or firing of a green star-signal or signalling the code letter "K" (—·—) given by light or sound-signal apparatus. *By night* – Vertical motion of a white light or flare, or firing of a green star-signal or signalling the code letter "K" (—·—) given by light or sound-signal apparatus. A range (indication of direction) may be given by placing a steady white light or flare at a lower level and in line with the observer.	"This is the best place to land."

Signal	*Signification*
By day – Horizontal motion of a white flag or arms extended horizontally or firing of a red star-signal or signalling the code letter "S" (· · ·) given by light or sound-signal apparatus. *By night* – Horizontal motion of a white light or flare or firing of a red star-signal or signalling the code letter "S" (· · ·) given by light or sound-signal apparatus.	"Landing here highly dangerous."
By day – Horizontal motion of a white flag, followed by the placing of the white flag in the ground and the carrying of another white flag in the direction to be indicated or firing of a red star-signal vertically and a white star-signal in the direction towards the better landing place or signalling the code letter "S" (· · ·) followed by the code letter "R" (·—·) if a better landing place for the craft in distress is located more to the right in the direction of approach or the code letter "L" (·—· ·) if a better landing place for the craft in distress is located more to the left in the direction of approach.	"Landing here highly dangerous. A more favourable location for landing is in the direction indicated."
By night – Horizontal motion of a white light or flare, followed by the placing of the white light or flare on the ground and the carrying of another white light or flare in the direction to be indicated or firing of a red star-signal vertically and a white star-signal in the direction towards the better landing place or signalling the code letter "S" (· · ·) followed by code letter "R" (·—·) if a better landing place for the craft in distress is located more to the right in the direction of approach or the code letter "L" (·—· ·) if a better landing place for the craft in distress is located more to the left in the direction of approach.	"Landing here highly dangerous. A more favourable location for landing is in the direction indicated."

(c) Signals to be employed in connexion with the use of shore life-saving apparatus:

Signal	*Signification*
By day – Vertical motion of a white flag or the arms or firing of a green star-signal. *By night* – Vertical motion of a white light or flare or firing of a green star-signal.	In general – "Affirmative." Specifically: "Rocket line is held." "Tail block is made fast." "Hawser is made fast." "Man is in the breeches buoy." "Haul away."
By day – Horizontal motion of a white flag or arms extended horizontally or firing of a red star-signal. *By night* – Horizontal motion of a white light or flare or firing of a red star-signal.	In general – "Negative." Specifically: "Slack away." "Avast hauling."

(d) Signals used by aircraft engaged on search and rescue operations to direct ships towards an aircraft, ship or person in distress (see explanatory Note below):

(i) The following procedures performed in sequence by an aircraft mean that the aircraft is directing a surface craft towards an aircraft or a surface craft in distress:

(1) circling the surface craft at least once;

(2) crossing the projected course of the surface craft close ahead at a low altitude, opening and closing the throttle or changing the propeller pitch;

(3) heading in the direction in which the surface craft is to be directed.

Repetition of such procedures has the same meaning.

(ii) The following procedure performed by an aircraft means that the assistance of the surface craft to which the signal is directed is no longer required:

– crossing the wake of the surface craft close astern at a low altitude, opening and closing the throttle or changing the propeller pitch.

Note: Advance notification of changes in these signals will be given by the Organization as necessary.

Regulation 17

Pilot Ladders and Mechanical Pilot Hoists

Ships engaged on voyages in the course of which pilots are likely to be employed shall comply with the following requirements:

(a) *Pilot Ladders*

(i) The ladder shall be efficient for the purpose of enabling pilots to embark and disembark safely, kept clean and in good order and may

be used by officials and other persons while a ship is arriving at or leaving a port.

(ii) The ladder shall be secured in a position so that it is clear from any possible discharges from the ship, that each step rests firmly against the ship's side, that it is clear so far as is practicable of the finer lines of the ship and that the pilot can gain safe and convenient access to the ship after climbing not less than 1.5 metres (5 feet) and not more than 9 metres (30 feet). A single length of ladder shall be used capable of reaching the water from the point of access to the ship; in providing for this due allowance shall be made for all conditions of loading and trim of the ship and for an adverse list of 15 degrees. Whenever the distance from sea level to the point of access to the ship is more than 9 metres (30 feet), access from the pilot ladder to the ship shall be by means of an accommodation ladder or other equally safe and convenient means.

(iii) The steps of the pilot ladder shall be:

(1) of hardwood, or other material of equivalent properties, made in one piece free of knots, having an efficient non-slip surface; the four lowest steps may be made of rubber of sufficient strength and stiffness or of other suitable material of equivalent characteristics;

(2) not less than 480 millimetres (19 inches) long, 115 millimetres (4½ inches) wide, and 25 millimetres (1 inch) in depth, excluding any non-slip device;

(3) equally spaced not less than 300 millimetres (12 inches) nor more than 380 millimetres (15 inches) apart and be secured in such a manner that they will remain horizontal.

(iv) No pilot ladder shall have more than two replacement steps which are secured in position by a method different from that used in the original construction of the ladder and any steps so secured shall be replaced as soon as reasonably practicable by steps secured in position by the method used in the original construction of the ladder. When any replacement step is secured to the side ropes of the ladder by means of grooves in the sides of the step, such grooves shall be in the longer sides of the step.

(v) The side ropes of the ladder shall consist of two uncovered manila ropes not less than 60 millimetres (2¼ inches) in circumference on each side. Each rope shall be continuous with no joints below the top step. Two man-ropes properly secured to the ship and not less than 65 millimetre (2½ inches) in circumference and a safety line shall be kept at hand ready for use if required.

(vi) Battens made of hardwood, or other material of equivalent properties, in one piece and not less than 1.80 metres (5 feet 10 inches) long shall be provided at such intervals as will prevent the pilot ladder from twisting. The lowest batten shall be on the fifth step from the bottom of the ladder and the interval between any batten and the next shall not exceed 9 steps.

(vii) Means shall be provided to ensure safe and convenient passage on to or into and off the ship between the head of the pilot ladder or of any accommodation ladder or other appliance provided. Where such passage is by means of a gateway in the rails or bulwark, adequate handholds shall be provided. Where such passage is by means of a bulwark ladder, such ladder shall be securely attached to the bulwark rail or platform and two handhold stanchions shall be fitted at the point of boarding or leaving the ship not less than 0.70 metre (2 feet 3 inches) nor more than 0.80 metre (2 feet 7 inches) apart. Each stanchion shall be rigidly secured to the ship's structure at or near its base and also at a higher point, shall be not less than 40 millimetres (1½ inches) in diameter and shall extend not less than 1.20 metres (3 feet 11 inches) above the top of the bulwark.

(viii) Lighting shall be provided at night such that both the pilot ladder overside and also the position where the pilot boards the ship shall be adequately lit. A lifebuoy equipped with a self-igniting light shall be kept at hand ready for use. A heaving line shall be kept at hand ready for use if required.

(ix) Means shall be provided to enable the pilot ladder to be used on either side of the ship.

(x) The rigging of the ladder and the embarkation and disembarkation of a pilot shall be supervised by a responsible officer of the ship.

(xi) Where on any ship constructional features such as rubbing bands would prevent the implementation of any of these provisions, special arrangements shall be made to the satisfaction of the Administration to ensure that persons are able to embark and disembark safely.

(b) *Mechanical Pilot Hoists*

(i) A mechanical pilot hoist, if provided, and its ancillary equipment shall be of a type approved by the Administration. It shall be of such design and construction as to ensure that the pilot can be embarked and disembarked in a safe manner including a safe access from the hoist to the deck and *vice versa.*

(ii) A pilot ladder complying with the provisions of paragraph (a) of this Regulation shall be kept on deck adjacent to the hoist and available for immediate use.

Regulation 18

VHF Radiotelephone Stations

When a Contracting Government requires ships navigating in an area under its sovereignty to be provided with a Very High Frequency (VHF) radiotelephone station to be used in conjunction with a system which it has established in order to promote safety of navigation, such station shall comply with the provisions of Regulation 17 of Chapter IV and shall be operated in accordance with Regulation 8 of Chapter IV.

Regulation 19

Use of the Automatic Pilot

(a) In areas of high traffic density, in conditions of restricted visibility and in all other hazardous navigational situations where the automatic pilot is used, it shall be possible to establish human control of the ship's steering immediately.

(b) In circumstances as above, it shall be possible for the officer of the watch to have available without delay the services of a qualified helmsman who shall be ready at all times to take over steering control.

(c) The change-over from automatic to manual steering and *vice versa* shall be made by or under the supervision of a responsible officer.

Regulation 20

Nautical Publications

All ships shall carry adequate and up-to-date charts, sailing directions, lists of lights, notices to mariners, tide tables and all other nautical publications necessary for the intended voyage.

Regulation 21

International Code of Signals

All ships which in accordance with the present Convention are required to carry a radiotelegraph or a radiotelephone installation shall carry the International Code of Signals. This publication shall also be carried by any other ship which in the opinion of the Administration has a need to use it.

CHAPTER VI

CARRIAGE OF GRAIN

PART A – GENERAL PROVISIONS

Regulation 1

Application

Unless expressly provided otherwise, this Chapter, including Parts A, B and C, applies to the carriage of grain in all ships to which the present Regulations apply.

Regulation 2

Definitions

(a) The term "grain" includes wheat, maize (corn), oats, rye, barley, rice, pulses, seeds and processed forms thereof, whose behaviour is similar to that of grain in its natural state.

(b) The term "filled compartment" refers to any compartment in which, after loading and trimming as required under Regulation 3, the bulk grain is at its highest possible level.

(c) The term "partly filled compartment" refers to any compartment wherein bulk grain is not loaded in the manner prescribed in paragraph (b) of this Regulation.

(d) The term "angle of flooding" (θ_f) means an angle of heel at which openings in the hull, superstructures or deckhouses, which cannot be closed weathertight, immerse. In applying this definition, small openings through which progressive flooding cannot take place need not be considered as open.

Regulation 3

Trimming of Grain

All necessary and reasonable trimming shall be performed to level all free grain surfaces and to minimize the effect of grain shifting.

(a) In any "filled compartment", the bulk grain shall be trimmed so as to fill all the spaces under the decks and hatch covers to the maximum extent possible.

(b) After loading, all free grain surfaces in "partly filled compartments" shall be level.

(c) The Administration issuing the document of authorization may, under Regulation 9 of this Chapter, grant dispensation from trimming in those cases where the underdeck void geometry resulting from free flowing grain into a compartment, which may be provided with feeding ducts, perforated decks or other similar means, is taken into account to its satisfaction when calculating the void depths.

Regulation 4

Intact Stability Requirements

(a) The calculations required by this Regulation shall be based upon the stability information provided in accordance with Regulation 19 of Chapter II-1, of the present Convention, or with the requirements of the Administration issuing the document of authorization under Regulation 10 of this Chapter.

(b) The intact stability characteristics of any ship carrying bulk grain shall be shown to meet, throughout the voyage, at least the following criteria after taking into account in the manner described in Part B, the heeling moments due to grain shift:

(i) the angle of heel due to the shift of grain shall be not greater than 12 degrees except that an Administration giving authorization in accordance with Regulation 10 of this Chapter may require a lesser angle of heel if it considers that experience shows this to be necessary;*

(ii) in the statical stability diagram, the net or residual area between the heeling arm curve and the righting arm curve up to the angle of heel of maximum difference between the ordinates of the two curves, or 40 degrees or the "angle of flooding" (θ_f), whichever is the least, shall in all conditions of loading be not less than 0.075 metre-radians; and

(iii) the initial metacentric height, after correction for the free surface effects of liquids in tanks, shall be not less than 0.30 metre.

(c) Before loading bulk grain the master shall, if so required by the Contracting Government of the country of the port of loading, demonstrate the ability of the ship at all stages of any voyage to comply with the stability criteria required by paragraph (b) of this Regulation using the information approved and issued under Regulations 10 and 11 of this Chapter.

(d) After loading, the master shall ensure that the ship shall be upright before proceeding to sea.

Regulation 5

Longitudinal Divisions and Saucers

(a) In both "filled compartments" and "partly filled compartments", longitudinal divisions may be provided as a device either to reduce the adverse heeling effect of grain shift or to limit the depth of cargo used for securing the grain surface. Such divisions shall be fitted grain-tight and constructed in accordance with the provisions of Section I of Part C of this Chapter.

(b) In a "filled compartment", a division, if fitted to reduce the adverse effects of grain shift, shall:

(i) in a 'tween-deck compartment extend from deck to deck; and

(ii) in a hold extend downwards from the underside of the deck or hatch covers as described in Section II of Part B of this Chapter.

Except in the case of linseed and other seeds having similar properties, a longitudinal division beneath a hatchway may be replaced by a saucer formed in the manner described in Section I of Part C of this Chapter.

(c) In a "partly filled compartment", a division, if fitted, shall extend from one-eighth of the maximum breadth of the compartment above the level of the grain surface and to the same distance below the grain surface. When used to limit the depth of overstowing, the height of the centreline division shall be at least 0.6 metre above the level grain surface.

(d) Furthermore, the adverse heeling effects of grain shift may be reduced by tightly stowing the wings and ends of a compartment with bagged grain or other suitable cargo adequately restrained from shifting.

Regulation 6

Securing

(a) Unless account is taken of the adverse heeling effect due to grain shift in accordance with these Regulations, the surface of the bulk grain in any "partly filled compartment" shall be level and topped off with bagged grain tightly stowed and extending to a height of not less than one-sixteenth of the maximum breadth of the free grain surface or 1.2 metres, whichever is the greater. Instead of bagged grain, other suitable cargo exerting at least the same pressure may be used.

(b) The bagged grain or such other suitable cargo shall be supported in the manner described in Section II of Part C of this Chapter. Alternatively, the bulk grain surface may be secured by strapping or lashing as described in that Section.

Regulation 7

Feeders and Trunks

If feeders or trunks are fitted, proper account shall be taken of the effects thereof when calculating the heeling moments as described in Section III of Part B of this Chapter. The strength of the divisions forming the boundaries of such feeders shall conform with the provisions of Section I of Part C of this Chapter.

Regulation 8

Combination Arrangements

Lower holds and 'tween-deck spaces in way thereof may be loaded as one compartment provided that, in calculating transverse heeling moments, proper account is taken of the flow of grain into the lower spaces.

* For example, the permissible angle of heel might be limited to the angle of heel at which the edge of the weather deck would be immersed in still water.

Regulation 9

Application of Parts B and C

An Administration or a Contracting Government on behalf of an Administration may authorize departure from the assumptions contained in Parts B and C of this Chapter in those cases where it considers this to be justified having regard to the provisions for loading or the structural arrangements, provided the stability criteria in paragraph (b) of Regulation 4 of this Chapter are met. Where such authorization is granted under this Regulation, particulars shall be included in the document of authorization or grain loading data.

Regulation 10

Authorization

(a) A document of authorization shall be issued for every ship loaded in accordance with the Regulations of this Chapter either by the Administration or an organization recognized by it or by a Contracting Government on behalf of the Administration. It shall be accepted as evidence that the ship is capable of complying with the requirements of these Regulations.

(b) The document shall accompany and refer to the grain loading stability booklet provided to enable the master to meet the requirements of paragraph (c) of Regulation 4 of this Chapter. This booklet shall meet the requirements of Regulation 11 of this Chapter.

(c) Such a document, grain loading stability data and associated plans may be drawn up in the official language or languages of the issuing country. If the language used is neither English nor French, the text shall include a translation into one of these languages.

(d) A copy of such a document, grain loading stability data and associated plans shall be placed on board in order that the master, if so required, shall produce them for the inspection of the Contracting Government of the country of the port of loading.

(e) A ship without such a document of authorization shall not load grain until the master demonstrates to the satisfaction of the Administration or the Contracting Government of the port of loading on behalf of the Administration that the ship in its proposed loaded condition will comply with the requirements of these Regulations.

Regulation 11

Grain Loading Information

This information shall be sufficient to allow the master to determine in all reasonable loading conditions the heeling moments due to grain shift calculated in accordance with Part B of this Chapter. It shall include the following:

(a) Information which shall be approved by the Administration or by a Contracting Government on behalf of the Administration:

(i) curves or tables of grain heeling moments for every compartment, filled or partly filled, or combination thereof, including the effects of temporary fittings;

(ii) tables of maximum permissible heeling moments or other information sufficient to allow the master to demonstrate compliance with the requirements of paragraph (c) of Regulation 4 of this Chapter;

(iii) details of the scantlings of any temporary fittings and where applicable the provisions necessary to meet the requirements of Section I(E) of Part C of this Chapter;

(iv) typical loaded service departure and arrival conditions and where necessary, intermediate worst service conditions;

(v) a worked example for the guidance of the master;

(vi) loading instructions in the form of notes summarizing the requirements of this Chapter.

(b) Information which shall be acceptable to the Administration or to a Contracting Government on behalf of the Administration:

(i) ship's particulars;

(ii) lightship displacement and the vertical distance from the intersection of the moulded base line and midship section to the centre of gravity (KG);

(iii) table of free surface corrections;

(iv) capacities and centres of gravity.

Regulation 12

Equivalents

Where an equivalent accepted by the Administration in accordance with Regulation 5 of Chapter I of this Convention is applied, particulars shall be included in the document of authorization or grain loading data.

Regulation 13

Exemptions for Certain Voyages

The Administration, or a Contracting Government on behalf of the Administration may, if it considers that the sheltered nature and conditions of the voyage are such as to render the application of any of the requirements of Regulations 3 to 12 of this Chapter unreasonable or unnecessary, exempt from those particular requirements individual ships or classes of ships.

PART B - CALCULATION OF ASSUMED HEELING MOMENTS

SECTION I - DESCRIPTION OF THE ASSUMED VOIDS AND METHOD OF CALCULATING INTACT STABILITY

SECTION II - ASSUMED VOLUMETRIC HEELING MOMENT OF A FILLED COMPARTMENT

SECTION III - ASSUMED VOLUMETRIC HEELING MOMENT OF FEEDERS AND TRUNKS

SECTION IV - ASSUMED VOLUMETRIC HEELING MOMENT OF PARTLY FILLED COMPARTMENTS

SECTION V - ALTERNATIVE LOADING ARRANGEMENTS FOR EXISTING SHIPS

SECTION I - DESCRIPTION OF THE ASSUMED VOIDS AND METHOD OF CALCULATING INTACT STABILITY

(A) GENERAL

(a) For the purpose of calculating the adverse heeling moment due to a shift of cargo surface in ships carrying bulk grain it shall be assumed that:

(i) In "filled compartments" which have been trimmed in accordance with Regulation 3 of this Chapter a void exists under all boundary surfaces having an inclination to the horizontal less than 30 degrees and that the void is parallel to the boundary surface having an average depth calculated according to the formula:

$$Vd = Vd_1 + 0.75(d - 600) \text{ mm}$$

Where:

Vd = Average void depth in mm;

Vd_1 = Standard void depth from Table I below;

d = Actual girder depth in mm.

TABLE I

Distance from hatchend or hatchside to boundary of compartment	Standard void depth Vd_1
metres	*mm*
0.5	570
1.0	530
1.5	500
2.0	480
2.5	450
3.0	440
3.5	430
4.0	430
4.5	430
5.0	430
5.5	450
6.0	470
6.5	490
7.0	520
7.5	550
8.0	590

Notes on Table I:

For distances greater than 8.0 metres the standard void depth Vd_1 shall be linearly extrapolated at 80 mm increase for each 1.0 metre increase in distance. Where there is a difference in depth between the hatchside girder or its continuation and the hatchend beam the greater depth shall be used except that:

(1) when the hatchside girder or its continuation is shallower than the hatchend beam the voids abreast the hatchway may be calculated using the lesser depth; and

(2) when the hatchend beam is shallower than the hatchside girder or its continuation the voids fore and aft of the hatchway inboard of the continuation of the hatchside girder may be calculated using the lesser depth;

(3) where there is a raised deck clear of a hatchway the average void depth measured from the underside of the raised deck shall be calculated using the standard void depth in association with a girder depth of the hatchend beam plus the height of the raised deck.

(ii) In "filled compartments" which are not trimmed in accordance with Regulation 3 of this Chapter and where the boundary surface has an incli[illegible]

(iii) Within filled hatchways and in addition to any open void within the hatch cover there is a void of average depth of 150 mm measured down to the grain surface from the lowest part of the hatch cover or the top of the hatchside coaming, whichever is the lower.

(b) The description of the pattern of grain surface behaviour to be assumed in "partly filled compartments" is shown in Section IV of this Part.

(c) For the purpose of demonstrating compliance with the stability criteria in paragraph (b) of Regulation 4 of this Chapter (see Figure 1), the ship's stability calculations shall be normally based upon the assumption that the centre of gravity of cargo in a "filled compartment" is at the volumetric centre of the whole cargo space. In those cases where the Administration authorizes account to be taken of the effect of assumed underdeck voids on the vertical position of the centre of gravity of the cargo in "filled compartments" it will be necessary to compensate for the adverse effect of the vertical shift of grain surfaces by increasing the assumed heeling moment due to the transverse shift of grain as follows:

total heeling moment = 1.06 × calculated transverse heeling moment.

In all cases the weight of cargo in a "filled compartment" shall be the volume of the whole cargo space divided by the stowage factor.

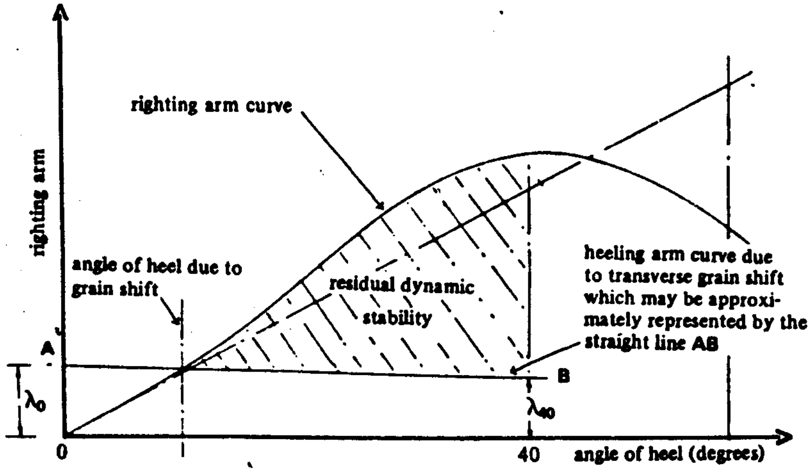


Figure 1

Notes on Figure 1:

(1) Where:

$$\lambda_0 = \frac{\text{Assumed Volumetric Heeling Moment due to Transverse Shift}}{\text{Stowage Factor} \times \text{Displacement}};$$

$\lambda_{40} = 0.8 \times \lambda_0$;

Stowage factor = Volume per unit weight of grain cargo;

Displacement = Weight of ship, fuel, fresh water, stores etc. and cargo.

(2) The righting arm curve shall be derived from cross-curves which are sufficient in number to accurately define the curve for the purpose of these requirements and shall include cross-curves at 12 degrees and 40 degrees.

(d) In "partly filled compartments" the adverse effect of the vertical shift of grain surfaces shall be taken into account as follows:

total heeling moment = 1.12 × calculated transverse heeling moment.

(e) Any other equally effective method may be adopted to make the compensation required in paragraphs (c) and (d) above.

SECTION II – ASSUMED VOLUMETRIC HEELING MOMENT OF A FILLED COMPARTMENT

(A) GENERAL

(a) The pattern of grain surface movement relates to a transverse section across the portion of the compartment being considered and the resultant heeling moment should be multiplied by the length to obtain the total moment for that portion.

(b) The assumed transverse heeling moment due to grain shifting is a consequence of final changes of shape and position of voids after grain has moved from the high side to the low side.

(c) The resulting grain surface after shifting shall be assumed to be at 15 degrees to the horizontal.

(d) In calculating the maximum void area that can be formed against a longitudinal structural member, the effects of any horizontal surfaces, e.g. flanges or face bars, shall be ignored.

(e) The total areas of the initial and final voids shall be equal.

(f) A discontinuous longitudinal division shall be considered effective over its full length.

(B) ASSUMPTIONS

In the following paragraphs it is assumed that the total heeling moment for a compartment is obtained by adding the results of separate considerations of the following portions:

(a) *Before and abaft hatchways:*

(i) If a compartment has two or more main hatchways through which loading may take place the depth of the underdeck void for the portion(s) between such hatchways shall be determined using the fore and aft distance to the midpoint between the hatchways.

(ii) After the assumed shift of grain the final void pattern shall be as shown in Figure 2 below:

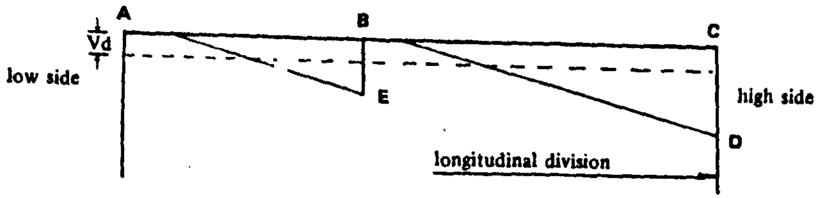


Figure 2

Notes on Figure 2:

(1) If the maximum void area which can be formed against the girder at B is less than the initial area of the void under AB, i.e. AB × Vd, the excess area shall be assumed to transfer to the final void on the high side.

(2) If the longitudinal division at C is one which has been provided in accordance with sub-paragraph (b)(ii) of Regulation 5 of this Chapter it shall extend to at least 0.6 metre below D or E whichever gives the greater depth.

(b) *In and abreast hatchways:*

After the assumed shift of grain the final void pattern shall be as shown in the following Figure 3 or Figure 4.

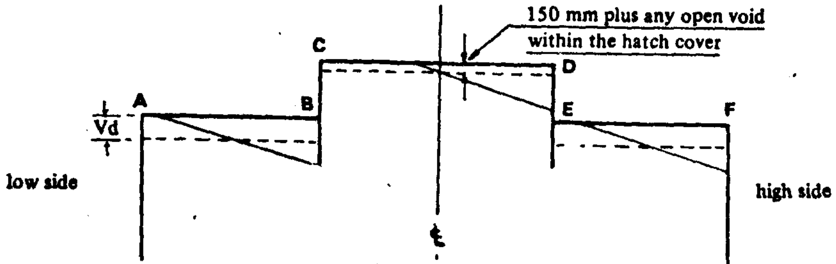


Figure 3

Notes on Figure 3:

(1) AB Any area in excess of that which can be formed against the girder at B shall transfer to the final void area in the hatchway.

(2) CD Any area in excess of that which can be formed against the girder at E shall transfer to the final void area on the high side.

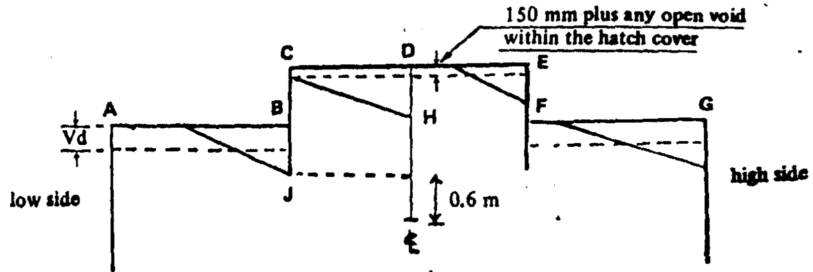


Figure 4

Notes on Figure 4:

(1) If the centreline division is one which has been provided in accordance with sub-paragraph (b)(ii) of Regulation 5 of this Chapter it shall extend to at least 0.6 metre below H or J whichever gives the greater depth.

(2) The excess void area from AB shall transfer to the low side half of the hatchway in which two separate final void areas will be formed viz. one against the centreline division and the other against the hatchside coaming and girder on the high side.

(3) If a bagged saucer or bulk bundle is formed in a hatchway it shall be assumed, for the purpose of calculating transverse heeling moment, that such a device is at least equivalent to the centreline division.

(C) COMPARTMENTS LOADED IN COMBINATION

The following paragraphs describe the pattern of void behaviour which shall be assumed when compartments are loaded in combination:

(a) *Without effective centreline divisions:*

(i) Under the upper deck – as for the single deck arrangement described in Section II(B) of this Part.

(ii) Under the second deck – the area of void available for transfer from the low side, i.e. original void area less area against the hatchside girder, shall be assumed to transfer as follows:

one half to the upper deck hatchway and one quarter each to the high side under the upper and second deck.

(iii) Under the third and lower decks – the void areas available for transfer from the low side of each of these decks shall be assumed to transfer in equal quantities to all the voids under the decks on the high side and the void in the upper deck hatchway.

(b) *With effective centreline divisions which extend into the upper deck hatchway:*

(i) At all deck levels abreast the division the void areas available for transfer from the low side shall be assumed to transfer to the void under the low side half of the upper deck hatchway.

(ii) At the deck level immediately below the bottom of the division the void area available for transfer from the low side shall be assumed to transfer as follows:

one half to the void under the low side half of the upper deck hatchway and the remainder in equal quantities to the voids under the decks on the high side.

(iii) At deck levels lower than those described in sub-paragraphs (i) and (ii) of this paragraph the void area available for transfer from the low side of each of those decks shall be assumed to transfer in equal quantities to the voids in each of the two halves of the upper deck hatchway on each side of the division and the voids under the decks on the high side.

(c) *With effective centreline divisions which do not extend into the upper deck hatchway:*

Since no horizontal transfer of voids may be assumed to take place at the same deck level as the division the void area available for transfer from the low side at this level shall be assumed to transfer above the division to voids on the high sides in accordance with the principles of paragraphs (a) and (b) above.

SECTION III - ASSUMED VOLUMETRIC HEELING MOMENT OF FEEDERS AND TRUNKS

(A) SUITABLY PLACED WING FEEDERS (See Figure 5)

It may be assumed that under the influence of ship motion underdeck voids will be substantially filled by the flow of grain from a pair of longitudinal feeders provided that:

(a) the feeders extend for the full length of the deck and that the perforations therein are adequately spaced;

(b) the volume of each feeder is equal to the volume of the underdeck void outboard of the hatchside girder and its continuation.

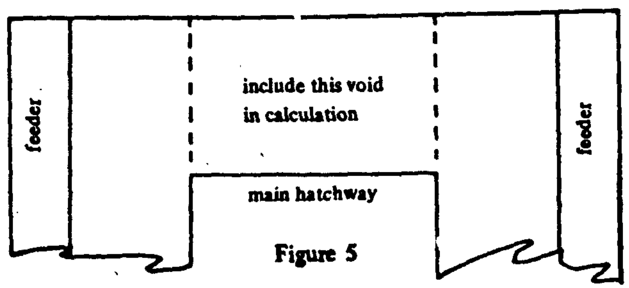


Figure 5

(B) TRUNKS SITUATED OVER MAIN HATCHWAYS

After the assumed shift of grain the final void pattern shall be as shown in Figure 6.

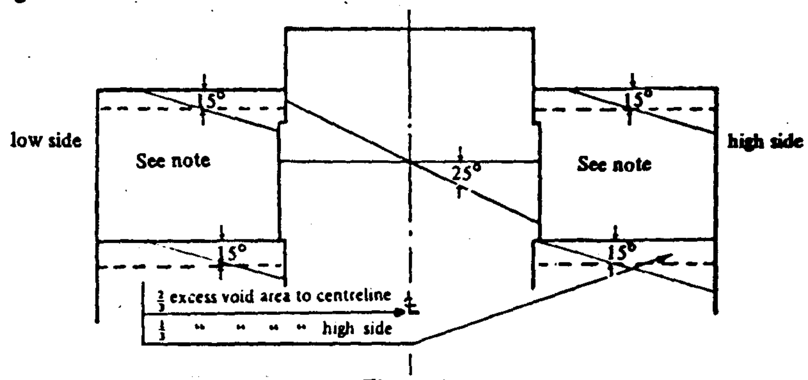


Figure 6

Note on Figure 6:

If the wing spaces in way of the trunk cannot be properly trimmed in accordance with Regulation 3 of this Chapter it shall be assumed that a 25 degree surface shift takes place.

SECTION IV - ASSUMED VOLUMETRIC HEELING MOMENT OF PARTLY FILLED COMPARTMENTS

(A) GENERAL

When the free surface of the bulk grain has not been secured in accordance with Regulation 6 of this Chapter it shall be assumed that the grain surface after shifting shall be at 25 degrees to the horizontal.

(B) DISCONTINUOUS LONGITUDINAL DIVISIONS

In a compartment in which the longitudinal divisions are not continuous between the transverse boundaries, the length over which any such divisions are effective as devices to prevent full width shifts of grain surfaces shall be taken to be the actual length of the portion of the division under consideration less two-sevenths of the greater of the transverse distances between the division and its adjacent division or ship's side.

This correction does not apply in the lower compartments of any combination loading in which the upper compartment is either a "filled compartment" or a "partly filled compartment".

SECTION V – ALTERNATIVE LOADING ARRANGEMENTS FOR EXISTING SHIPS

(A) GENERAL

A ship loaded in accordance with either Sub-Section (B) or Sub-Section (C) below shall be considered to have intact stability characteristics at least equivalent to the requirements of paragraph (b) of Regulation 4 of this Chapter. Documents of authorization permitting such loadings shall be accepted under the provisions of paragraph (e) of Regulation 10 of this Chapter.

For the purpose of this Part, the term "Existing Ship" means a ship, the keel of which is laid before the date of coming into force of this Chapter.

(B) STOWAGE OF SPECIALLY SUITABLE SHIPS

(a) Notwithstanding anything contained in Part B of this Chapter, bulk grain may be carried without regard to the requirements specified therein in ships which are constructed with two or more vertical or sloping grain-tight longitudinal divisions suitably disposed to limit the effect of any transverse shift of grain under the following conditions:

(i) as many holds and compartments as possible shall be full and trimmed full;

(ii) for any specified arrangement of stowage the ship will not list to an angle greater than 5 degrees at any stage of the voyage where:

(1) in holds or compartments which have been trimmed full the grain surface settled 2 per cent by volume from the original surface and shifts to an angle of 12 degrees with that surface under all boundaries of these holds and compartments which have an inclination of less than 30 degrees to the horizontal;

(2) in "partly filled compartments or holds" free grain surfaces settle and shift as in sub-paragraph (ii)(1) of this paragraph or to such larger angle as may be deemed necessary by the Administration, or by a Contracting Government on behalf of the Administration, and grain surfaces if overstowed in accordance with Regulation 5 of this Chapter shift to an angle of 8 degrees with the original levelled surfaces. For the purpose of sub-paragraph (ii) of this paragraph shifting boards, if fitted, will be considered to limit the transverse shift of the surface of the grain;

(iii) the master is provided with a grain loading plan covering the stowage arrangements to be adopted and a stability booklet, both approved by the Administration, or [illegible] Contracting Government on behalf of the Administration, sh[illegible] the stability conditions upon which the calculations given in sub-paragraph (ii) of this paragraph are based.

(b) The Administration, or a Contracting Government on behalf of the Administration, shall prescribe the precautions to be taken against shifting in all other conditions of loading of ships designed in accordance with paragraph (B)(a) of this Section which meet the requirements of sub-paragraphs (ii) and (iii) of that paragraph.

(C) SHIPS WITHOUT DOCUMENTS OF AUTHORIZATION

A ship not having on board documents of authorization issued in accordance with Regulations 4 and 10 of this Chapter may be permitted to load bulk grain under the requirements of Sub-Section (B) of this Section or provided that:

(a) All "filled compartments" shall be fitted with centreline divisions extending for the full length of such compartments which extend downwards from the underside of the deck or hatch covers to a distance below the deck line of at least one-eighth of the maximum breadth of the compartment or 2.4 metres, whichever is the greater except that saucers constructed in accordance with Section II of Part C may be accepted in lieu of a centreline division in and beneath a hatchway.

(b) All hatches to "filled compartments" shall be closed and covers secured in place.

(c) All free grain surfaces in "partly filled compartments" shall be trimmed level and secured in accordance with Section II of Part C.

(d) Throughout the voyage the metacentric height after correction for the free surface effects of liquids in tanks shall be 0.3 metre or that given by the following formula, whichever is the greater:

$$GM_R = \frac{L\ B\ Vd\ (0.25\ B - 0.645\ \sqrt{Vd\ B})}{SF \times \Delta \times 0.0875}$$

Where:

L = total combined length of all full compartments;

B = moulded breadth of vessel;

SF = stowage factor;

Vd = calculated average void depth as per paragraph (a)(i) of Section I(A) of this Part;

Δ = displacement.

PART C – GRAIN FITTINGS AND SECURING

SECTION I – STRENGTH OF GRAIN FITTINGS

(A) General (including working stresses)

(B) Divisions loaded on both sides

(C) Divisions loaded on one side only

(D) Saucers

(E) Bundling of bulk

(F) Securing hatch covers of filled compartments

SECTION II – SECURING OF PARTLY FILLED COMPARTMENTS

(A) Strapping or lashing

(B) Overstowing arrangements

(C) Bagged grain

SECTION I – STRENGTH OF GRAIN FITTINGS

(A) GENERAL

(a) *Timber*

All timber used for grain fittings shall be of good sound quality and of a type and grade which has been proved to be satisfactory for this purpose. The actual finished dimensions of the timber shall be in accordance with the dimensions hereinafter specified in this Part. Plywood of an exterior type bonded with waterproof glue and fitted so that the direction of the grain in the face plies is perpendicular to the supporting uprights or binder may be used provided that its strength is equivalent to that of solid timber of the appropriate scantlings.

(b) *Working Stresses*

When calculating the dimensions of divisions loaded on one side, using the Tables in paragraphs (a) and (b) of Sub-Section (C) of this Section, the following working stresses should be adopted:

For divisions of steel..........2000 kg per square cm

For divisions of wood..........160 kg per square cm

(c) *Other Materials*

Materials other than wood or steel may be approved for such divisions provided that proper regard has been paid to their mechanical properties.

(d) *Uprights*

(i) Unless means are provided to prevent the ends of uprights being dislodged from their sockets, the depth of housing at each end of each upright shall be not less than 75 mm. If an upright is not secured at the top, the uppermost shore or stay shall be fitted as near thereto as is practicable.

(ii) The arrangements provided for inserting shifting boards by removing a part of the cross-section of an upright shall be such that the local level of stresses is not unduly high.

(iii) The maximum bending moment imposed upon an upright supporting a division loaded on one side shall normally be calculated assuming that the ends of the uprights are freely supported. However, if an Administration is satisfied that any degree of fixity assumed will be achieved in practice, account may be taken of any reduction in the maximum bending moment arising from any degree of fixity provided at the ends of the upright.

(e) *Composite Section*

Where uprights, binders or any other strength members are formed by two separate sections, one fitted on each side of a division and inter-connected by through bolts at adequate spacing, the effective section modules shall be taken as the sum of the two moduli of the separate sections.

(f) *Partial Division*

Where divisions do not extend to the full depth of the hold such divisions and their uprights shall be supported or stayed so [illegible] be as efficient as those which do extend to the full depth of the hold.

(B) DIVISIONS LOADED ON BOTH SIDES

(a) *Shifting Boards*

(i) Shifting boards shall have a thickness of not less than 50 mm and shall be fitted grain-tight and where necessary supported by uprights.

(ii) The maximum unsupported span for shifting boards of various thicknesses shall be as follows:

Thickness	*Maximum Unsupported Span*
50 mm	2.5 metres
60 mm	3.0 metres
70 mm	3.5 metres
80 mm	4.0 metres

If thicknesses greater than these are provided the maximum unsupported span will vary directly with the increase in thickness.

(iii) The ends of all shifting boards shall be securely housed with 75 mm minimum bearing length.

(b) *Other Materials*

Divisions formed by using materials other than wood shall have a strength equivalent to the shifting boards required in paragraph (a) of this Sub-Section.

(c) *Uprights*

(i) Steel uprights used to support divisions loaded on both sides shall have a section modulus given by

$$W = a \times W_1$$

Where:

W = section modulus in cm^3;

a = horizontal span between uprights in metres.

The section modulus per metre span W_1 shall be not less than that given by the formula:

$W_1 = 14.8\,(h_1 - 1.2)\ cm^3$ per metre;

Where:

h_1 is the vertical unsupported span in metres and shall be taken as the maximum value of the distance between any two adjacent stays or between the stay or either end of the upright. Where this distance is less than 2.4 metres the respective modulus shall be calculated as if the actual value was 2.4 metres.

(ii) The moduli of wood uprights shall be determined by multiplying by 12.5 the corresponding moduli for steel uprights. If other materials are used their moduli shall be at least that required for steel increased in proportion to the ratio of the permissible stresses for steel to that of the material used. In such cases attention shall be paid also to the relative rigidity of each upright to ensure that the deflection is not excessive.

(iii) The horizontal distance between uprights shall be such that the unsupported spans of the shifting boards do not exceed the maximum span specified in sub-paragraph (ii) of paragraph (a) of this Sub-Section.

(d) *Shores*

(i) Wood shores, when used, shall be in a single piece and shall be securely fixed at each end and heeled against the permanent structure of the ship except that they shall not bear directly against the side plating of the ship.

(ii) Subject to the provisions of sub-paragraphs (iii) and (iv) below, the minimum size of wood shores shall be as follows:

Length of Shore in metres	*Rectangular Section*	*Diameter of Circular Section*
	mm	mm
Not exceeding 3 m	150 × 100	140
Over 3 m but not exceeding 5 m	150 × 150	165
Over 5 m but not exceeding 6 m	150 × 150	180
Over 6 m but not exceeding 7 m	200 × 150	190
Over 7 m but not exceeding 8 m	200 × 150	200
Exceeding 8 m	200 × 150	215

Shores of 7 metres or more in length shall be securely bridged at approximately mid-length.

(iii) When the horizontal distance between the uprights differs significantly from 4 metres, the moments of inertia of the shores may be changed in direct proportion.

(iv) Where the angle of the shore to the horizontal exceeds 10 degrees the next larger shore to that required by sub-paragraph (ii) of this paragraph shall be fitted provided that in no case shall the angle between any shore and the horizontal exceed 45 degrees.

(e) *Stays*

Where stays are used to support divisions loaded on both sides, they shall be fitted horizontally or as near thereto as practicable, well secured at each end and formed of steel wire rope. The sizes of the wire rope shall be determined assuming that the divisions and upright which the stay supports are uniformly loaded at 500 kg/m². The working load so assumed in the stay shall not exceed one-third of its breaking load.

(C) DIVISIONS LOADED ON ONE SIDE ONLY

(a) *Longitudinal Divisions*

The load in kg per metre length of the division shall be taken to be as follows:

TABLE I[1]

B (m)

h (m)	2	3	4	5	6	7	8	10
1.5	850	900	1010	1225	1500	1770	2060	2645
2.0	1390	1505	1710	1985	2295	2605	2930	3590
2.5	1985	2160	2430	2740	3090	3435	3800	4535
3.0	2615	2845	3150	3500	3885	4270	4670	5480
3.5	3245	3525	3870	4255	4680	5100	5540	6425
4.0	3890	4210	4590	5015	5475	5935	6410	7370
4.5	4535	4890	5310	5770	6270	6765	7280	8315
5.0	5185	5570	6030	6530	7065	7600	8150	9260
6.0	6475	6935	7470	8045	8655	9265	9890	11150
7.0	7765	8300	8910	9560	10245	10930	11630	13040
8.0	9055	9665	10350	11075	11835	12595	13370	14930
9.0	10345	11030	11790	12590	13425	14260	15110	16820
10.0	11635	12395	13230	14105	15015	15925	16850	18710

h = height of grain in metres from the bottom of the division[2]
B = transverse extent of the bulk grain in metres

For other values of h or B the loads shall be determined by linear interpolation or extrapolation as necessary.

[1] For the purpose of converting the above loads into British units (ton/ft) 1 kg per metre length shall be taken to be equivalent to 0.0003 ton per foot length.

[2] Where the distance from a division to a feeder or hatchway is 1 metre or less, the height – h – shall be taken to the level of the grain within that hatchway or feeder. In all cases the height shall be taken to the overhead deck in way of the division.

(b) *Transverse Divisions*

The load in kg per metre length of the division shall be taken to be as follows:

TABLE II[1]

L (m)

h (m)	2	3	4	5	6	7	8	10	12	14	16
1.5	670	690	730	750	835	890	935	1000	1040	1050	1050
2.0	1040	1100	1170	1245	1325	1400	1470	1575	1640	1660	1660
2.5	1460	1565	1675	1780	1880	1980	2075	2210	2285	2305	2305
3.0	1925	2065	2205	2340	2470	2590	2695	2845	2925	2950	2950
3.5	2425	2605	2770	2930	3075	3205	3320	3480	3570	3595	3595
4.0	2950	3160	3355	3535	3690	3830	3950	4120	4210	4235	4240
4.5	3495	3725	3940	4130	4295	4440	4565	4750	4850	4880	4885
5.0	4050	4305	4535	4735	4910	5060	5190	5385	5490	5525	5530
6.0	5175	5465	5720	5945	6135	6300	6445	6655	6775	6815	6825
7.0	6300	6620	6905	7150	7365	7445	7700	7930	8055	8105	8115
8.0	7425	7780	8090	8360	8590	8685	8950	9200	9340	9395	9410
9.0	8550	8935	9275	9565	9820	9930	10205	10475	10620	10685	10705
10.0	9680	10095	10460	10770	11045	11270	11460	11745	11905	11975	11997

h = height of grain in metres from the bottom of the division[2]
L = longitudinal extent of the bulk grain in metres

For other values of h or L the loads shall be determined by linear interpolation or extrapolation as necessary.

(c) *Vertical Distribution of the Loads*

The total load per unit length of divisions shown in the Tables I and II above may, if considered necessary, be assumed to have a trapezoidal distribution with height. In such cases, the reaction loads at the upper and lower ends of a vertical member or upright are not equal. The reaction loads at the upper end expressed as percentages of the total load supported by the vertical member or upright shall be taken to be those shown in Tables III and IV below.

TABLE III

LONGITUDINAL DIVISIONS LOADED ON ONE SIDE ONLY

Bearing Reaction at the Upper End of Upright as Percentage of Load (Table I)

B (m)

h (m)	2	3	4	5	6	7	8	10
1.5	43.3	45.1	45.9	46.2	46.2	46.2	46.2	46.2
2	44.5	46.7	47.6	47.8	47.8	47.8	47.8	47.8
2.5	45.4	47.6	48.6	48.8	48.8	48.8	48.8	48.8
3	46.0	48.3	49.2	49.4	49.4	49.4	49.4	49.4
3.5	46.5	48.8	49.7	49.8	49.8	49.8	49.8	49.8
4	47.0	49.1	49.9	50.1	50.1	50.1	50.1	50.1
4.5	47.4	49.4	50.1	50.2	50.2	50.2	50.2	50.2
5	47.7	49.4	50.1	50.2	50.2	50.2	50.2	50.2
6	47.9	49.5	50.1	50.2	50.2	50.2	50.2	50.2
7	47.9	49.5	50.1	50.2	50.2	50.2	50.2	50.2
8	47.9	49.5	50.1	50.2	50.2	50.2	50.2	50.2
9	47.9	49.5	50.1	50.2	50.2	50.2	50.2	50.2
10	47.9	49.5	50.1	50.2	50.2	50.2	50.2	50.2

B = transverse extent of the bulk grain in metres

For other values of h or B the reaction loads shall be determined by linear interpolation or extrapolation as necessary.

[1] For the purpose of converting the above loads into British units (ton/ft) 1 kg per metre length shall be taken to be equivalent to 0.0003 ton per foot length.

[2] Where the distance from a division to a feeder or hatchway is 1 metre or less, the height – h – shall be taken to the level of the grain within that hatchway or feeder. In all cases the height shall be taken to the overhead deck in way of the division.

TABLE IV

TRANSVERSE DIVISIONS LOADED ON ONE SIDE ONLY

Bearing Reaction at the Upper End of Upright as Percentage of Load (Table II)

h (m)	L (m) 2	3	4	5	6	7	8	10	12	14	16
1.5	37.3	38.7	39.7	40.6	41.4	42.1	42.6	43.6	44.3	44.8	45.0
2	39.6	40.6	41.4	42.1	42.7	43.1	43.6	44.3	44.7	45.0	45.2
2.5	41.0	41.8	42.5	43.0	43.5	43.8	44.2	44.7	45.0	45.2	45.2
3	42.1	42.8	43.3	43.8	44.2	44.5	44.7	45.0	45.2	45.3	45.3
3.5	42.9	43.5	43.9	44.3	44.6	44.8	45.0	45.2	45.3	45.3	45.3
4	43.5	44.0	44.4	44.7	44.9	45.0	45.2	45.4	45.4	45.4	45.4
5	43.9	44.3	44.6	44.8	45.0	45.2	45.3	45.5	45.5	45.5	45.5
6	44.2	44.5	44.8	45.0	45.2	45.3	45.4	45.6	45.6	45.6	45.6
7	44.3	44.6	44.9	45.1	45.3	45.4	45.5	45.6	45.6	45.6	45.6
8	44.3	44.6	44.9	45.1	45.3	45.4	45.5	45.6	45.6	45.6	45.6
9	44.3	44.6	44.9	45.1	45.3	45.4	45.5	45.6	45.6	45.6	45.6
10	44.3	44.6	44.9	45.1	45.3	45.4	45.5	45.6	45.6	45.6	45.6

L = longitudinal extent of the bulk grain in metres

For other values of h or L the reaction loads shall be determined by linear interpolation or extrapolation as necessary.

The strength of the end connexions of such vertical members or uprights may be calculated on the basis of the maximum load likely to be imposed at either end. These loads are as follows:

Longitudinal Divisions

Maximum load at the top..........50% of the appropriate total load from Table I

Maximum load at the bottom.......55% of the appropriate total load from Table I

Transverse Divisions

Maximum load at the top..........45% of the appropriate total load from Table II

Maximum load at the bottom.......60% of the appropriate total load from Table II

The thickness of horizontal wooden boards may also be determined having regard to the vertical distribution of the loading represented by Tables III and IV above and in such cases

$$t = 10a\sqrt{\frac{p \times k}{h \times 213.3}}$$

Where:

t = thickness of board in mm;

a = horizontal span of the board i.e. distance between uprights in metres;

h = head of grain to the bottom of the division in metres;

p = total load per unit length derived from Table I or II in kilogrammes;

k = factor dependent upon vertical distribution of the loading.

When the vertical distribution of the loading is assumed to be uniform, i.e. rectangular, k shall be taken as equal to 1.0. For a trapezoidal distribution

$$k = 1.0 + 0.06(50 - R)$$

Where:

R is the upper end bearing reaction taken from Table III or IV.

(d) *Stays or Shores*

The sizes of stays and shores shall be so determined that the loads derived from Tables I and II in the preceding paragraphs (a) and (b) shall not exceed one-third of the breaking loads.

(D) SAUCERS

When a saucer is used to reduce the heeling moments in a "filled compartment", its depth, measured from the bottom of the saucer to the deck line, shall be as follows:

For ships with a moulded breadth of up to 9.1 metres, not less than 1.2 metres.

For ships with a moulded breadth of 18.3 metres or more, not less than 1.8 metres.

For ships with a moulded breadth between 9.1 metres and 18.3 metres, the minimum depth of the saucer shall be calculated by interpolation.

The top (mouth) of the saucer shall be formed by the underdeck structure in the way of the hatchway, i.e. hatchside girders or coamings and hatchend beams. The saucer and hatchway above shall be completely filled with bagged grain or other suitable cargo laid down on a separation cloth or its equivalent and stowed tightly against adjacent structures and the portable hatchway beams if the latter are in place.

(E) BUNDLING OF BULK

As an alternative to filling the saucer with bagged grain or other suitable cargo a bundle of bulk grain may be used provided that:

(a) The saucer is lined with a material acceptable to the Administration having a tensile strength of not less than 274 kg per 5 cm strip and which is provided with suitable means for securing at the top.

(b) As an alternative to paragraph (a) above a material acceptable to the Administration having a tensile strength of not less than 137 kg per 5 cm strip may be used if the saucer is constructed as follows:

Athwartship lashings acceptable to the Administration shall be placed inside the saucer formed in the bulk grain at intervals of not more than 2.4 metres. These lashings shall be of sufficient length to permit being drawn up tight and secured at the top of the saucer.

Dunnage not less than 25 mm in thickness or other suitable material of equal strength and between 150 to 300 mm in width shall be placed fore and aft over these lashings to prevent the cutting or chafing of the material which shall be placed thereon to line the saucer.

(c) The saucer shall be filled with bulk grain and secured at the top except that when using material approved under paragraph (b) above further dunnage shall be laid on top after lapping the material before the saucer is secured by setting up the lashings.

(d) If more than one sheet of material is used to line the saucer they shall be joined at the bottom either by sewing or a double lap.

(e) The top of the saucer shall be coincidental with the bottom of the beams when these are in place and suitable general cargo or bulk grain may be placed between the beams on top of the saucer.

(F) SECURING HATCH COVERS OF FILLED COMPARTMENTS

If there is no bulk grain or other cargo above a "filled compartment" the hatch covers shall be secured in an approved manner having regard to the weight and permanent arrangements provided for securing such covers.

The documents of authorization issued under Regulation 10 of this Chapter shall include reference to the manner of securing considered necessary by the Administration issuing such documents.

SECTION II - SECURING OF PARTLY FILLED COMPARTMENTS

(A) STRAPPING OR LASHING

(a) When, in order to eliminate heeling moments in "partly filled compartments", strapping or lashing is utilized, the securing shall be accomplished as follows:

(i) The grain shall be trimmed and levelled to the extent that it is very slightly crowned and covered with burlap separation cloths, tarpaulins or the equivalent.

(ii) The separation cloths and/or tarpaulins shall overlap at least 1.8 metres.

(iii) Two solid floors of rough 25 mm by 150 mm to 300 mm lumber shall be laid with the top floor running longitudinally and nailed to an athwartships bottom floor. Alternatively, one solid floor of 50 mm lumber, running longitudinally and nailed over the top of a 50 mm bottom bearer not less than 150 mm wide, may be used. The bottom bearers shall extend the full breadth of the compartment and shall be spaced not more than 2.4 metres apart. Arrangements utilizing other materials and deemed by an Administration to be equivalent to the foregoing may be accepted.

(iv) Steel wire rope (19 mm diameter or equivalent), doubled steel strapping (50 mm × 1.3 mm and having a breaking load of at least 5000 kg), or chain of equivalent strength, each of which shall be set tight by means of a 32 mm turnbuckle, may be used for lashings. A winch tightener, used in conjunction with a locking arm, may be substituted for the 32 mm turnbuckle when steel strapping is used, provided suitable wrenches are available for setting up as necessary. When steel strapping is used, not less than three crimp seals shall be used for securing the ends. When wire is used, not less than four clips shall be used for forming eyes in the lashings.

(v) Prior to the completion of loading the lashing shall be positively attached to the framing at a point approximately 450 mm below the anticipated final grain surface by means of either a 25 mm shackle or beam clamp of equivalent strength.

(vi) The lashings shall be spaced not more than 2.4 metres apart and each shall be supported by a bearer nailed over the top of the fore and aft floor. This bearer shall consist of not less than 25 mm by 150 mm lumber or its equivalent and shall extend the full breadth of the compartment.

(vii) During the voyage the strapping shall be regularly inspected and set up where necessary.

(B) OVERSTOWING ARRANGEMENTS

Where bagged grain or other suitable cargo is utilized for the purpose of securing "partly filled compartments", the free grain surface shall be covered with a separation cloth or equivalent or by a suitable platform. Such platforms shall consist of bearers spaced not more than 1.2 metres apart and 25 mm boards laid thereon spaced not more than 100 mm apart. Platforms may be constructed of other materials provided they are deemed by an Administration to be equivalent.

(C) BAGGED GRAIN

Bagged grain shall be carried in sound bags which shall be well filled and securely closed.

CHAPTER VII

CARRIAGE OF DANGEROUS GOODS

Regulation 1

Application

(a) Unless expressly provided otherwise, this Chapter applies to the carriage of dangerous goods in all ships to which the present Regulations apply.

(b) The provisions of this Chapter do not apply to ship's stores and equipment or to particular cargoes carried in ships specially built or converted as a whole for that purpose, such as tankers.

(c) The carriage of dangerous goods is prohibited except in accordance with the provisions of this Chapter.

(d) To supplement the provisions of this Chapter each Contracting Government shall issue, or cause to be issued, detailed instructions on the safe packing and stowage of specific dangerous goods or categories of dangerous goods which shall include any precautions necessary in their relation to other cargo.

Regulation 2

Classification

Dangerous goods shall be divided into the following classes:

Class 1 – Explosives.
Class 2 – Gases: compressed, liquefied or dissolved under pressure.
Class 3 – Inflammable* liquids.
Class 4.1 – Inflammable solids.
Class 4.2 – Inflammable solids, or substances, liable to spontaneous combustion.
Class 4.3 – Inflammable solids, or substances, which in contact with water emit inflammable gases.
Class 5.1 – Oxidizing substances.
Class 5.2 – Organic peroxides.
Class 6.1 – Poisonous (toxic) substances.
Class 6.2 – Infectious substances.
Class 7 – Radioactive substances.
Class 8 – Corrosives.
Class 9 – Miscellaneous dangerous substances, that is any other substance which experience has shown, or may show, to be of such a dangerous character that the provisions of this Chapter should apply to it.

Regulation 3

Packing

(a) The packing of dangerous goods shall be:

(i) well made and in good condition;

(ii) of such a character that any interior surface with which the contents may come in contact is not dangerously affected by the substance being conveyed; and

(iii) capable of withstanding the ordinary risks of handling and carriage by sea.

(b) Where the use of absorbent or cushioning material is customary in the packing of liquids in receptacles that material shall be:

(i) capable of minimizing the dangers to which the liquid may give rise;

(ii) so disposed as to prevent movement and ensure that the receptacle remains surrounded; and

(iii) where reasonably possible of sufficient quantity to absorb the liquid in the event of breakage of the receptacle.

(c) Receptacles containing dangerous liquids shall have an ullage at the filling temperature sufficient to allow for the highest temperature during the course of normal carriage.

(d) Cylinders or receptacles for gases under pressure shall be adequately constructed, tested, maintained and correctly filled.

(e) Empty receptacles which have been used previously for the carriage of dangerous goods shall themselves be treated as dangerous goods unless they have been cleaned and dried or, when the nature of the former contents permit with safety, have been closed securely.

Regulation 4

Marking and Labelling

Each receptacle containing dangerous goods shall be marked with the correct technical name (trade names shall not be used) and identified with a distinctive label or stencil of the label so as to make clear the dangerous character. Each receptacle shall be so labelled except receptacles containing chemicals packed in limited quantities and large shipments which can be stowed, handled and identified as a unit.

* "Inflammable" has the same meaning as "flammable".

Regulation 5

Documents

(a) In all documents relating to the carriage of dangerous goods by sea where the goods are named the correct technical name of the goods shall be used (trade names shall not be used) and the correct description given in accordance with the classification set out in Regulation 2 of this Chapter.

(b) The shipping documents prepared by the shipper shall include, or be accompanied by, a certificate or declaration that the shipment offered for carriage is properly packed, marked and labelled and in proper condition for carriage.

(c) Each ship carrying dangerous goods shall have a special list or manifest setting forth, in accordance with Regulation 2 of this Chapter, the dangerous goods on board and the location thereof. A detailed stowage plan which identifies by class and sets out the location of all dangerous goods on board may be used in place of such special list or manifest.

Regulation 6

Stowage Requirements

(a) Dangerous goods shall be stowed safely and appropriately according to the nature of the goods. Incompatible goods shall be segregated from one another.

(b) Explosives (except ammunition) which present a serious risk shall be stowed in a magazine which shall be kept securely closed while at sea. Such explosives shall be segregated from detonators. Electrical apparatus and cables in any compartment in which explosives are carried shall be designed and used so as to minimize the risk of fire or explosion.

(c) Goods which give off dangerous vapours shall be stowed in a well ventilated space or on deck.

(d) In ships carrying inflammable liquids or gases special precautions shall be taken where necessary against fire or explosion.

(e) Substances which are liable to spontaneous heating or combustion shall not be carried unless adequate precautions have been taken to prevent the outbreak of fire.

Regulation 7

Explosives in Passenger Ships

(a) In passenger ships the following explosives only may be carried:

(i) safety cartridges and safety fuses;

(ii) small quantities of explosives not exceeding 9 kilogrammes (20 pounds) total net weight;

(iii) distress signals for use in ships or aircraft, if the total weight of such signals does not exceed 1,016 kilogrammes (2,240 pounds);

(iv) except in ships carrying unberthed passengers, fireworks which are unlikely to explode violently.

(b) Notwithstanding the provisions of paragraph (a) of this Regulation additional quantities or types of explosives may be carried in passenger ships in which there are special safety measures approved by the Administration.

CHAPTER VIII

NUCLEAR SHIPS

Regulation 1

Application

This Chapter applies to all nuclear ships except ships of war.

Regulation 2

Application of other Chapters

The Regulations contained in the other Chapters of the present Convention apply to nuclear ships except as modified by this Chapter.

Regulation 3

Exemptions

A nuclear ship shall not, in any circumstances, be exempted from compliance with any Regulations of this Convention.

Regulation 4

Approval of Reactor Installation

The design, construction and standards of inspection and assembly of the reactor installation shall be subject to the approval and satisfaction of the Administration and shall take account of the limitations which will be imposed on surveys by the presence of radiation.

Regulation 5

Suitability of Reactor Installation for Service on Board Ship

The reactor installation shall be designed having regard to the special conditions of service on board ship both in normal and exceptional circumstances of navigation.

Regulation 6

Radiation Safety

The Administration shall take measures to ensure that there are no unreasonable radiation or other nuclear hazards, at sea or in port, to the crew, passengers or public, or to the waterways or food or water resources.

Regulation 7

Safety Assessment

(a) A Safety Assessment shall be prepared to permit evaluation of the nuclear power plant and safety of the ship to ensure that there are no unreasonable radiation or other hazards, at sea or in port, to the crew, passengers or public, or to the waterways or food or water resources. The Administration, when satisfied, shall approve such Safety Assessment which shall always be kept up-to-date.

(b) The Safety Assessment shall be made available sufficiently in advance to the Contracting Governments of the countries which a nuclear ship intends to visit so that they may evaluate the safety of the ship.

Regulation 8

Operating Manual

A fully detailed Operating Manual shall be prepared for the information and guidance of the operating personnel in their duties on all matters relating to the operation of the nuclear power plant and having an important bearing on safety. The Administration, when satisfied, shall approve such Operating Manual and a copy shall be kept on board the ship. The Operating Manual shall always be kept up-to-date.

Regulation 9

Surveys

Survey of nuclear ships shall include the applicable requirements of Regulation 7 of Chapter I, or of Regulations 8, 9 and 10 of Chapter I, except in so far as surveys are limited by the presence of radiation. In addition, the surveys shall include any special requirements of the Safety Assessment. They shall in all cases, notwithstanding the provisions of Regulations 8 and 10 of Chapter I, be carried out not less frequently than once a year.

Regulation 10

Certificates

(a) The provisions of paragraph (a) of Regulation 12 of Chapter I and of Regulation 14 of Chapter I shall not apply to nuclear ships.

(b) A Certificate, called a Nuclear Passenger Ship Safety Certificate shall be issued after inspection and survey to a nuclear passenger ship which complies with the requirements of Chapters II-1, II-2, III, IV and VIII, and any other relevant requirements of the present Regulations.

(c) A Certificate, called a Nuclear Cargo Ship Safety Certificate shall be issued after inspection and survey to a nuclear cargo ship which satisfies the requirements for cargo ships on survey set out in Regulation 10 of Chapter I, and

complies with the requirements of Chapters II-1, II-2, III, IV and VIII and any other relevant requirements of the present Regulations.

(d) Nuclear Passenger Ship Safety Certificates and Nuclear Cargo Ship Safety Certificates shall state: "That the ship, being a nuclear ship, complied with all requirements of Chapter VIII of the Convention and conformed to the Safety Assessment approved for the ship".

(e) Nuclear Passenger Ship Safety Certificates and Nuclear Cargo Ship Safety Certificates shall be valid for a period of not more than 12 months.

(f) Nuclear Passenger Ship Safety Certificates and Nuclear Cargo Ship Safety Certificates shall be issued either by the Administration or by any person or organization duly authorized by it. In every case, that Administration assumes full responsibility for the certificate.

Regulation 11

Special Control

In addition to the control established by Regulation 19 of Chapter I, nuclear ships shall be subject to special control before entering the ports and in the ports of Contracting Governments, directed towards verifying that there is on board a valid Nuclear Ship Safety Certificate and that there are no unreasonable radiation or other hazards at sea or in port, to the crew, passengers or public, or to the waterways or food or water resources.

Regulation 12

Casualties

In the event of any accident likely to lead to an environmental hazard the master of a nuclear ship shall immediately inform the Administration. The master shall also immediately inform the competent Governmental authority of the country in whose waters the ship may be, or whose waters the ship approaches in a damaged condition.

APPENDIX

Form of Safety Certificate for Passenger Ships

PASSENGER SHIP SAFETY CERTIFICATE

(*Official Seal*) (*Country*)

for an / a short international voyage.

Issued under the provisions of the

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

Name of Ship	Distinctive Number or Letters	Port of Registry	Gross Tonnage	Particulars of voyages, if any, sanctioned under Regulation 27(c) (vii) of Chapter III	Date on which keel was laid (see NOTE below)

The / I, the undersigned (*Name*) Government certifies / (*Name*) certify

I. That the above-mentioned ship has been duly surveyed in accordance with the provisions of the Convention referred to above.

II. That the survey showed that the ship complied with the requirements of the Regulations annexed to the said Convention as regards:

(1) the structure, main and auxiliary boilers and other pressure vessels and machinery;

(2) the watertight subdivision arrangements and details;

(3) the following subdivision load lines:

Subdivision load lines assigned and marked on the ship's side at amidships (Regulation 11 of Chapter II-1)	Freeboard	To apply when the spaces in which passengers are carried include the following alternative spaces
C.1		......
C.2		......
C.3		......

III. That the life-saving appliances provide for a total number of ...... persons and no more, viz.:

...... lifeboats (including ...... motor lifeboats) capable of accommodating ...... persons, and ...... motor lifeboats fitted with radiotelegraph installation and searchlight (included in the total lifeboats shown above) and ...... motor lifeboats fitted with searchlight only (also included in the total lifeboats shown above), requiring ...... certificated lifeboatmen;

...... liferafts, for which approved launching devices are required, capable of accommodating ...... persons; and

...... liferafts, for which approved launching devices are not required, capable of accommodating ...... persons;

...... buoyant apparatus capable of supporting ...... persons;

...... lifebuoys;

...... life-jackets.

IV. That the lifeboats and liferafts were equipped in accordance with the provisions of the Regulations.

V. That the ship was provided with a line-throwing appliance and portable radio apparatus for survival craft in accordance with the provisions of the Regulations.

VI. That the ship complied with the requirements of the Regulations as regards radiotelegraph installations, viz.:

	Requirements of Regulations	Actual provision
Hours of listening by operator		......
Number of operators		......
Whether auto alarm fitted		......
Whether main installation fitted		......
Whether reserve installation fitted....................		......
Whether main and reserve transmitters electrically separated or combined..........................		......
Whether direction-finder fitted		......
Whether radio equipment for homing on the radiotelephone distress frequency fitted..................		......
Whether radar fitted..................................		......
Number of passengers for which certificated		......

VII. That the functioning of the radiotelegraph installations for motor lifeboats and/or the portable radio apparatus for survival craft, if provided, complied with the provisions of the Regulations.

VIII. That the ship complied with the requirements of the Regulations as regards fire-detecting and fire-extinguishing appliances, radar, echo-sounding device and gyro-compass and was provided with navigation lights and shapes, pilot ladder, and means of making sound signals, and distress signals in accordance with the provisions of the Regulations and also the International Regulations for Preventing Collisions at Sea in force.

IX. That in all other respects the ship complied with the requirements of the Regulations, so far as these requirements apply thereto.

This certificate is issued under the authority of the Government. It will remain in force until

Issued at the day of 19

Here follows the seal or signature of the authority entitled to issue the certificate.

(*Seal*)

If signed, the following paragraph is to be added:

The undersigned declares that he is duly authorized by the said Government to issue this certificate.

(*Signature*)

NOTE: It will be sufficient to indicate the year in which the keel was laid or when the ship was at a similar stage of construction except for 1952, 1965 and the year of the coming into force of the International Convention for the Safety of Life at Sea, 1974, in which cases the actual date should be given.

In the case of a ship which is converted as provided in Regulation 1(b)(i) of Chapter II-1 or Regulations 1(a)(i) of Chapter II-2 of the Convention, the date on which the work of conversion was begun should be given.

Form of Safety Construction Certificate for Cargo Ships

CARGO SHIP SAFETY CONSTRUCTION CERTIFICATE

(*Official Seal*) (*Country*)

Issued under the provisions of the

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

Name of Ship	Distinctive Number or Letters	Port of Registry	Gross Tonnage	Date on which keel was laid (see NOTE below)

The (*Name*) Government certifies
I, the undersigned (*Name*) certify

That the above-mentioned ship has been duly surveyed in accordance with the provisions of Regulation 10 of Chapter I of the Convention referred to above, and that the survey showed that the condition of the hull, machinery and equipment, as defined in the above Regulation, was in all respects satisfactory and that the ship complied with the applicable requirements of Chapter II-1 and Chapter II-2 (other than that relating to fire-extinguishing appliances and fire control plans).

This certificate is issued under the authority of the Government. It will remain in force until

Issued at the day of 19

Here follows the seal or signature of the authority entitled to issue the certificate.

(*Seal*)

If signed, the following paragraph is to be added:

The undersigned declares that he is duly authorized by the said Government to issue this certificate.

(*Signature*)

NOTE: It will be sufficient to indicate the year in which the keel was laid or when the ship was at a similar stage of construction except for 1952, 1965 and the year of the coming into force of the International Convention for the Safety of Life at Sea, 1974, in which cases the actual date should be given.

Form of Safety Equipment Certificate for Cargo Ships

CARGO SHIP SAFETY EQUIPMENT CERTIFICATE

(*Official Seal*) (*Country*)

Issued under the provisions of the

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

Name of Ship	Distinctive Number or Letters	Port of Registry	Gross Tonnage	Date on which keel was laid (see NOTE below)

The (*Name*) Government certifies
I, the undersigned (*Name*) certify

I. That the above-mentioned ship has been duly inspected in accordance with the provisions of the Convention referred to above.

II. That the inspection showed that the life-saving appliances provided for a total number of ...... persons and no more viz.:

...... lifeboats on port side capable of accommodating ...... persons;

...... lifeboats on starboard side capable of accommodating ...... persons;

...... motor lifeboats (included in the total lifeboats shown above), including ...... motor lifeboats fitted with radiotelegraph installation and searchlight, and ...... motor lifeboats fitted with searchlight only;

...... liferafts, for which approved launching devices are required, capable of accommodating ...... persons; and

...... liferafts, for which approved launching devices are not required, capable of accommodating ...... persons;

...... lifebuoys;

...... life-jackets.

III. That the lifeboats and liferafts were equipped in accordance with the provisions of the Regulations annexed to the Convention.

IV. That the ship was provided with a line-throwing apparatus and portable radio apparatus for survival craft in accordance with the provisions of the Regulations.

V. That the inspection showed that the ship complied with the requirements of the said Convention as regards fire-extinguishing appliances and fire control plans, echo-sounding device and gyro-compass and was provided with navigation lights and shapes, pilot ladder, and means of making sound signals and distress signals, in accordance with the provisions of the Regulations and the International Regulations for Preventing Collisions at Sea in force.

VI. That in all other respects the ship complied with the requirements of the Regulations so far as these requirements apply thereto.

This certificate is issued under the authority of the Government. It will remain in force until

Issued at the day of 19

Here follows the seal or signature of the authority entitled to issue the certificate.

(*Seal*)

If signed, the following paragraph is to be added:

The undersigned declares that he is duly authorized by the said Government to issue this certificate.

(*Signature*)

NOTE: It will be sufficient to indicate the year in which the keel was laid or when the ship was at a similar stage of construction except for 1952, 1965 and the year of the coming into force of the International Convention for the Safety of Life at Sea, 1974, in which cases the actual date should be given.

Form of Safety Radiotelegraphy Certificate for Cargo Ships

CARGO SHIP SAFETY RADIOTELEGRAPHY CERTIFICATE

(*Official Seal*) (*Country*)

Issued under the provisions of the

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

Name of Ship	Distinctive Number or Letters	Port of Registry	Gross Tonnage	Date on which keel was laid (see NOTE below)

The (*Name*) Government certifies
I, the undersigned (*Name*) certify

I. That the above-mentioned ship complies with the provisions of the Regulations annexed to the Convention referred to above as regards radiotelegraphy and radar:

	Requirements of Regulations	Actual provision
Hours of listening by operator		......
Number of operators		......
Whether auto alarm fitted		......
Whether main installation fitted		......
Whether reserve installation fitted..................		......
Whether main and reserve transmitters electrically separated or combined........................		......
Whether direction-finder fitted		......
Whether radio equipment for homing on the radiotelephone distress frequency fitted.................		......
Whether radar fitted..............................		......

II. That the functioning of the radiotelegraphy installation for motor lifeboats and/or the portable radio apparatus for survival craft, if provided, complies with the provisions of the said Regulations.

This certificate is issued under the authority of the Government. It will remain in force until

Issued at the day of 19

Here follows the seal or signature of the authority entitled to issue this certificate:

(*Seal*)

If signed, the following paragraph is to be added:

The undersigned declares that he is duly authorized by the said Government to issue this certificate.

(*Signature*)

NOTE: It will be sufficient to indicate the year in which the keel was laid or when the ship was at a similar stage of construction except for 1952, 1965 and the year of the coming into force of the International Convention for the Safety of Life at Sea, 1974, in which cases the actual date should be given.

Form of Safety Radiotelephony Certificate for Cargo Ships

CARGO SHIP SAFETY RADIOTELEPHONY CERTIFICATE

(*Official Seal*) (*Country*)

Issued under the provisions of the

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

Name of Ship	Distinctive Number or Letters	Port of Registry	Gross Tonnage	Date on which keel was laid (see NOTE below)

The / I, the undersigned (*Name*) Government certifies / (*Name*) certify

I. That the above-mentioned ship complies with the provisions of the Regulations annexed to the Convention referred to above as regards Radiotelephony:

	Requirements of Regulations	Actual provision
Hours of listening....................		......
Number of operators		......

II. That the functioning of the portable radio apparatus for survival craft, if provided, complies with the provisions of the said Regulations.

This certificate is issued under the authority of the Government. It will remain in force until

Issued at the day of 19

Here follows the seal or signature of the authority entitled to issue this certificate.

(*Seal*)

If signed, the following paragraph is to be added:

The undersigned declares that he is duly authorized by the said Government to issue this certificate.

(*Signature*)

NOTE: It will be sufficient to indicate the year in which the keel was laid or when the ship was at a similar stage of construction except for 1952, 1965 and the year of the coming into force of the International Convention for the Safety of Life at Sea, 1974, in which cases the actual date should be given.

Form of Exemption Certificate

EXEMPTION CERTIFICATE

(*Official Seal*) (*Country*)

Issued under the provisions of the

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

Name of ship	Distinctive Number or Letters	Port of Registry	Gross Tonnage

The / I, the undersigned (*Name*) Government certifies / (*Name*) certify

That the above-mentioned ship is, under the authority conferred by Regulation ...... of Chapter ...... of the Regulations annexed to the Convention referred to above, exempted from the requirements of † .... of the Convention on the voyages.. to.. *

* Insert here the conditions, if any, on which the exemption certificate is granted.

This certificate is issued under the authority of the Government. It will remain in force until

Issued at the day of 19

Here follows the seal or signature of the authority entitled to issue this certificate.

(*Seal*)

If signed, the following paragraph is to be added:

The undersigned declares that he is duly authorized by the said Government to issue this certificate.

(*Signature*)

† Insert here references to Chapters and Regulations, specifying particular paragraphs.

Form of Safety Certificate for Nuclear Passenger Ships

NUCLEAR PASSENGER SHIP SAFETY CERTIFICATE

(*Official Seal*) (*Country*)

Issued under the provisions of the

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

Name of Ship	Distinctive Number or Letters	Port of Registry	Gross Tonnage	Particulars of voyages, if any, sanctioned under Regulation 27(c) (vii) of Chapter III	Date on which keel was laid (see NOTE below)

The / I, the undersigned (*Name*) Government certifies / (*Name*) certify

I. That the above-mentioned ship has been duly surveyed in accordance with the provisions of the Convention referred to above.

II. That the ship, being a nuclear ship, complied with all requirements of Chapter VIII of the Convention and conformed to the Safety Assessment approved for the ship.

III. That the survey showed that the ship complied with the requirements of the Regulations annexed to the said Convention as regards:

(1) the structure, main and auxiliary boilers and other pressure vessels and machinery;

(2) the watertight subdivision arrangements and details;

(3) the following subdivision load lines:

Subdivision load lines assigned and marked on the ship's side at amidships (Regulation 11 of Chapter II-1)	Freeboard	To apply when the spaces in which passengers are carried include the following alternative spaces
C.1		......
C.2		......
C.3		......

IV. That the life-saving appliances provided for a total number of ...... persons and no more, viz.:

...... lifeboats (including ...... motor lifeboats) capable of accommodating ...... persons, and ...... motor lifeboats fitted with radiotelegraph installation and searchlight (included in the total lifeboats shown above) and ...... motor lifeboats fitted with searchlight only (also included in the total lifeboats shown above), requiring ...... certificated lifeboatmen;

...... liferafts, for which approved launching devices are required, capable of accommodating ...... persons; and

...... liferafts, for which approved launching devices are not required, capable of accommodating ...... persons;

...... buoyant apparatus capable of supporting ...... persons;

...... lifebuoys;

...... life-jackets.

V. That the lifeboats and liferafts were equipped in accordance with the provisions of the Regulations.

VI. That the ship was provided with a line-throwing appliance and portable radio apparatus for survival craft, in accordance with the provisions of the Regulations.

VII. That the ship complied with the requirements of the Regulations as regards radiotelegraph installations, viz.:

	Requirements of Regulations	Actual provision
Hours of listening by operator		......
Number of operators		......
Whether auto alarm fitted		......
Whether main installation fitted		......
Whether reserve installation fitted....................		......
Whether main and reserve transmitters electrically separated or combined		......
Whether direction-finder fitted		......
Whether radio equipment for homing on the radiotelephone distress frequency fitted..................		......
Whether radar fitted		......
Number of passengers for which certificated		......

VIII. That the functioning of the radiotelegraph installations for motor lifeboats and/or the portable radio apparatus for survival craft, if provided, complied with the provisions of the Regulations.

IX. That the ship complied with the requirements of the Regulations as regards fire-detecting and fire-extinguishing appliances, radar echo-sounding device and gyro-compass and was provided with navigation lights and shapes, pilot ladder, and means of making sound signals and distress signals in accordance with the provisions of the Regulations and also the International Regulations for Preventing Collisions at Sea in force.

X. That in all other respects the ship complied with the requirements of the Regulations, so far as these requirements apply thereto.

This certificate is issued under the authority of the Government. It will remain in force until

Issued at the day of 19

Here follows the seal or signature of the authority entitled to issue the certificate.

(*Seal*)

If signed, the following paragraph is to be added:

The undersigned declares that he is duly authorized by the said Government to issue this certificate.

(*Signature*)

NOTE: It will be sufficient to indicate the year in which the keel was laid or when the ship was at a similar stage of construction except for 1965 and the year of the coming into force of the International Convention for the Safety of Life at Sea, 1974, in which cases the actual date should be given.

In the case of a ship which is converted as provided in Regulation 1(b)(i) of Chapter II-1 or Regulation 1(a)(i) of Chapter II-2, the date on which the work of conversion was begun should be given.

Form of Safety Certificate for Nuclear Cargo Ships

NUCLEAR CARGO SHIP SAFETY CERTIFICATE

(*Official Seal*) (*Country*)

Issued under the provisions of the

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

Name of Ship	Distinctive Number or Letters	Port of Registry	Gross Tonnage	Date on which keel was laid (see NOTE below)

The (*Name*) Government certifies
I, the undersigned (*Name*) certify

I. That the above-mentioned ship has been duly surveyed in accordance with the provisions of the Convention referred to above.

II. That the ship, being a nuclear ship, complied with all requirements of Chapter VIII of the Convention and conformed to the Safety Assessment approved for the ship.

III. That the survey showed that the ship satisfied the requirements set out in Regulation 10 of Chapter I of the Convention as to hull, machinery and equipment, and complied with the relevant requirements of Chapter II-1 and Chapter II-2.

IV. That the life-saving appliances provide for a total number of ...... persons and no more, viz.:

...... lifeboats on port side capable of accommodating ...... persons;

...... lifeboats on starboard side capable of accommodating ...... persons;

...... motor lifeboats (included in the total lifeboats shown above) including ......, motor lifeboats fitted with radiotelegraph installation and searchlight, and ...... motor lifeboats fitted with searchlight only;

...... liferafts, for which approved launching devices are required, capable of accommodating ...... persons; and

...... liferafts for which approved launching devices are not required, capable of accommodating ...... persons;

...... lifebuoys;

...... life-jackets.

V. That the lifeboats and liferafts were equipped in accordance with the provisions of the Regulations annexed to the Convention.

VI. That the ship was provided with a line-throwing apparatus and portable radio apparatus for survival craft in accordance with the provisions of the Regulations.

VII. That the ship complied with the requirements of the Regulations as regards radiotelegraph installations, viz.:

	Requirements of Regulations	Actual provision
Hours of listening by operator		......
Number of operators		......
Whether auto alarm fitted		......
Whether main installation fitted		......
Whether reserve installation fitted....................		......
Whether main and reserve transmitters electrically separated or combined		......
Whether direction-finder fitted		......
Whether radio equipment for homing on the radio-telephone distress frequency fitted..................		......
Whether radar fitted..................................		......

VIII. That the functioning of the radiotelegraph installations for motor lifeboats, and/or the portable radio apparatus for survival craft, if provided, complied with the provisions of the Regulations.

IX. That the inspection showed that the ship complied with the requirements of the said Convention as regards fire-extinguishing appliances, radar, echo-sounding device and gyro-compass and was provided with navigation lights and shapes, pilot ladder, and means of making sound signals and distress signals in accordance with the provisions of the Regulations and the International Regulations for Preventing Collisions at Sea in force.

X. That in all other respects the ship complied with the requirements of the Regulations so far as these requirements apply thereto.

This certificate is issued under the authority of the Government. It will remain in force until

Issued at the day of 19

Here follows the seal or signature of the authority entitled to issue the certificate.

(*Seal*)

If signed, the following paragraph is to be added:

The undersigned declares that he is duly authorized by the said Government to issue this certificate.

(*Signature*)

NOTE: It will be sufficient to indicate the year in which the keel was laid or when the ship was at a similar stage of construction except for the year 1965 and the year of the coming into force of the International Convention for the Safety of Life at Sea, 1974, in which cases the actual date should be given.

ΔΙΕΘΝΗΣ ΣΥΜΒΑΣΙΣ ΠΕΡΙ ΑΣΦΑΛΕΙΑΣ ΤΗΣ ΑΝΘΡΩΠΙΝΗΣ ΖΩΗΣ ΕΝ ΘΑΛΑΣΣΗ 1974

ΤΑ ΣΥΜΒΑΛΛΟΜΕΝΑ ΚΡΑΤΗ,

ΕΠΙΘΥΜΟΥΝΤΑ όπως προαγάγουν τήν ἀσφάλειαν τῆς ἀνθρωπίνης ζωῆς ἐν θαλάσσῃ, διά τοῦ καθορισμοῦ κοινῇ συμφωνίᾳ ὁμοιομόρφων ἀρχῶν καί κανόνων παρετιθεμένων κατωτέρω,

ΘΕΩΡΟΥΝΤΑ ὅτι τό ἔργον τοῦτο δύναται νά ἐπιτευχθῇ κατά τόν καλλίτερον τρόπον διά τῆς συνάψεως Συμβάσεως, ἥτις θά ἀντικαταστήσῃ τήν Διεθνῆ Σύμβασιν Περί 'Ασφαλείας τῆς 'Ανθρωπίνης Ζωῆς ἐν Θαλάσσῃ 1960, λαβόντα ὑπ' ὄψιν τάς ἐξελίξεις ἀπό τῆς συνάψεως τῆς Συμβάσεως ταύτης,

ΣΥΝΕΦΩΝΗΣΑΝ τά κάτωθι:

ΑΡΘΡΟΝ I

Γενικαί ὑποχρεώσεις ἐκ τῆς Συμβάσεως

(α) Τά συμβαλλόμενα Κράτη ἀναλαμβάνουν τήν ὑποχρέωσιν ὅπως ἐφαρμόσουν τάς διατάξεις τῆς παρούσης Συμβάσεως καί τοῦ συνημμένου ταύτῃ Παραρτήματος, ὅπερ θά ἀποτελῇ ἀναπόσπαστον μέρος αὐτῆς. Μνεία περί τῆς παρούσης Συμβάσεως συνιστᾷ ἐν ταυτῷ καί μνείαν τοῦ Παραρτήματος.

(β) Τά συμβαλλόμενα Κράτη ἀναλαμβάνουν ὅπως ἐκδώσουν ὅλους τούς Νόμους, τά Διατάγματα, τάς 'Αποφάσεις καί τούς Κανονισμούς καί λάβουν ἅπαντα τά λοιπά μέτρα ἅτινα θά ἦτο δυνατόν νά θεωρηθοῦν ἀπαραίτητα ἵνα ἡ παροῦσα Σύμβασις ἐφαρμοσθῇ πλήρως, εἰς τρόπον ὥστε νά καταστῇ βέβαιον ὅτι ἐξ ἐπόψεως ἀσφαλείας τῆς ἀνθρωπίνης ζωῆς, ἕν πλοῖον εἶναι κατάλληλον διά τόν σκοπόν διά τόν ὁποῖον προορίζεται.

ΑΡΘΡΟΝ II

'Εφαρμογή

'Η παροῦσα Σύμβασις θά ἐφαρμόζεται ἐπί πλοίων ἅτινα δικαιοῦνται ὅπως φέρουν τήν σημαίαν τῶν χωρῶν τῶν συμβαλλομένων Κρατῶν.

ΑΡΘΡΟΝ III

Νόμοι, Κανονισμοί

Τά συμβαλλόμενα Κράτη ἀναλαμβάνουν νά ἀνακοινοῦν μέσῳ τοῦ Γενικοῦ Γραμματέως τοῦ Διακυβερνητικοῦ Ναυτιλιακοῦ Συμβουλευτικοῦ Οργανισμοῦ (ἐφ' ἑξῆς ἀναφερομένου ὡς «ὁ 'Οργανισμός»):

(α) Πίνακα τῶν μή Κυβερνητικῶν 'Οργανισμῶν οἵτι , ἔχουν ἐξουσιοδοτηθῆ νά ἐνεργοῦν διά λογαριασμόν των εἰς τήν ἐφαρμογήν τῶν μέτρων τῶν ἀφορώντων τήν ἀσφάλειαν τῆς ἀνθρωπίνης ζωῆς ἐν θαλάσσῃ πρός τόν σκοπόν ὅπως κοινοποιηθῆ οὗτος εἰς τά συμβαλλόμενα Κράτη διά τήν ἐνημέρωσιν τῶν ἁρμοδίων ὀργάνων των.

(β) Τά κείμενα τῶν ἐκδοθησομένων Νόμων, Διαταγμάτων καί κανονισμῶν οἵτινες θά ἐκδοθοῦν ἐπί τῶν διαφόρων θεμάτων ἐμπιπτόντων εἰς τήν παροῦσαν Σύμβασιν.

(γ) 'Επαρκῆ ἀριθμόν ὑποδειγμάτων τῶν Πιστοποιητικῶν τῶν ὑπ' αὐτῶν ἐκδοθησομένων συμφώνως πρός τάς διατάξεις τῆς παρούσης Συμβάσεως, πρός διανομήν εἰς τά συμβαλλόμενα Κράτη, ἅτινα θά γνωστοποιοῦν ταῦτα εἰς τά ἁρμόδια ὄργανά των.

ΑΡΘΡΟΝ IV

Περιπτώσεις ἀνωτέρας βίας

(α) Πλοῖον, ὅπερ κατά τήν στιγμήν τοῦ ἀπόπλου δέν ὑπόκειται εἰς τάς διατάξεις τῆς παρούσης Συμβάσεως, δέν δύναται νά λογισθῆ ὡς ὑποκείμενον εἰς ταύτας, ἐάν ἤθελε παρεκκλίνει ἐκ τῆς προδιαγεγραμμένης πορείας του, συνεπείᾳ κακοκαιρίας ἤ ἄλλης περιπτώσεως ἀνωτέρας βίας.

(β) Πρόσωπα ἐπιβαίνοντα πλοίου τινός, λογῳ ἀνωτέρας βίας ἤ συνεπείᾳ τῆς ὑποχρεώσεως τῶν πλοιάρχων νά παραλαμβάνουν ναυαγούς ἤ ἄλλα πρόσωπα, δέν λαμβάνονται ὑπ' ὄψιν προκειμένου νά ἐξακριβωθῇ κατά πόσον τό πλοῖον τοῦτο ἔχει συμμορφωθῆ πρός οἱανδήποτε διάταξιν τῆς παρούσης Συμβάσεως.

ΑΡΘΡΟΝ V

Μεταφορά κινδυνευόντων προσώπων

(α) Συμβαλλόμενον Κράτος δύναται νά ἐπιτρέψῃ τήν μεταφοράν ἐπί πλοίων ἀριθμοῦ προσώπων μεγαλυτέρου τοῦ ὑπό ἄλλας περιστάσεις ἐπιτρεπομένου ὑπό τῆς παρούσης Συμβάσεως, ἐφ' ὅσον πρόκειται περί μεταφορᾶς προσώπων ἐκ περιοχῆς τινος ἔνθα ἀπειλεῖται ἡ προσωπική των ἀσφάλεια.

(β) 'Η τοιαύτη ἄδεια δέν στερεῖ ἄλλα συμβαλλόμενα Κράτη τοῦ δικαιώματος νά ἀσκήσουν ἔλεγχον, δυνάμει τῆς παρούσης Συμβάσεως ἐπί τῶν πλοίων τούτων, ὅταν ταῦτα εὑρίσκονται εἰς τούς λιμένας των.

(γ) Γνωστοποίησις τῆς τοιαύτης ἀδείας, μετά ἐκθέσεως τῶν πραγματικῶν συνθηκῶν, δέον ν' ἀποστέλληται εἰς τόν 'Οργανισμόν ὑπό τοῦ χορηγήσαντος τήν ἄδειαν ταύτην συμβαλλομένου Κράτους.

ΑΡΘΡΟΝ VI

Προϋφιστάμεναι Συνθῆκαι καί Συμβάσεις

(α) 'Η παροῦσα Σύμβασις ἀντικαθιστᾶ καί καταργεῖ μεταξύ τῶν συμβαλλομένων Κρατῶν τήν Διεθνῆ Σύμβασιν περί 'Ασφαλείας τῆς 'Ανθρωπίνης Ζωῆς ἐν θαλάσσῃ, ὑπογραφεῖσαν ἐν Λονδίνῳ τήν 17ην 'Ιουνίου 1960.

(β) Πᾶσα ἄλλη Συνθήκη, Σύμβασις ἤ Συμφωνία ἀφορῶσα τήν ἀσφάλειαν τῆς ἀνθρωπίνης ζωῆς ἐν θαλάσσῃ ἤ ζητήματα σχετιζόμενα πρός ταύτην καί ἥτις εὑρίσκεται ἐν ἰσχύϊ σήμερον, μεταξύ τῶν συμβαλλομένων ἐν τῇ παρούσῃ Συμβάσει Κρατῶν, θέλει ἐξακολουθήσει νά ἔχῃ πλήρη ἰσχύν, καθ' ὅλην αὐτῆς τήν διάρκειαν, ὅσον ἀφορᾶ:

ι) Τά πλοῖα ἐφ' ὧν δέν ἐφαρμόζεται ἡ παροῦσα Σύμβασις.

ιι) Τά πλοΐα, ἐφ' ὧν ἐφαρμόζεται μέν ἡ παροῦσα Σύμβασις, ἀλλ' ἐπί τῶν ζητημάτων μόνον ἐκείνων διά τά ὁποῖα δέν προβλέπει αὕτη ρητῶς.

(γ) Εἰς περίπτωσιν καθ' ἥν αἱ τοιαῦται Συνθῆκαι, Συμβάσεις ἤ Συμφωνίαι συγκρούονται πρός τάς διατάξεις τῆς παρούσης συμβάσεως, αἱ διατάξεις τῆς τελευταίας ὑπερισχύουν.

(δ) Πᾶν θέμα, δι' ὅ δέν προβλέπει ἡ παροῦσα Σύμβασις, ρυθμίζεται ὑπό τῆς νομοθεσίας τῶν συμβαλλομένων Κρατῶν.

ΑΡΘΡΟΝ VII

Εἰδικοί κανόνες θεσπιζόμενοι κατόπιν συμφωνίας

'Οσάκις κατά τήν παροῦσαν σύμβασιν θεσπίζονται εἰδικοί Κανόνες διά συμφωνίας μεταξύ ὅλων τῶν συμβαλλομένων Κρατῶν ἤ τινῶν ἐξ αὐτῶν, οἱ Κανόνες οὗτοι δέον νά γνωστοποιοῦνται εἰς τόν Γενικόν Γραμματέα τοῦ 'Οργανισμοῦ, ἵνα ἀνακοινοῦνται εἰς τά συμβαλλόμενα Κράτη.

ΑΡΘΡΟΝ VIII

Τροποποιήσεις

(α) 'Η παροῦσα Σύμβασις δύναται νά τροποποιηθῇ τηρουμένης τῆς σειρᾶς διαδικασιῶν αἵτινες καθορίζονται εἰς τάς ἀκολούθους παραγράφους.

(β) Τροποποιήσεις κατόπιν προηγουμένης ἐξετάσεως ὑπό τοῦ 'Οργανισμοῦ.

ι) Οἱαδηποτε τροποποίησις προτεινομένη ὑπό συμβαλλομένου Κράτους δέον ὅπως ὑποβάλλεται εἰς τόν Γενικόν Γραμματέα τοῦ 'Οργανισμοῦ ὅστις θά κοινοποιῇ ταύτην εἰς ἅπαντα τά Μέλη τοῦ 'Οργανισμοῦ καί ἅπαντα τά συμβαλλόμενα Κράτη τουλάχιστον ἕξ (6) μῆνας πρό τῆς εἰσαγωγῆς της πρός ἐξέτασιν.

ιι) Οἱαδήποτε τροποποίησις προταθεῖσα καί κοινοποιηθεῖσα κατά τά ἀνωτέρω δέον ὅπως τίθεται ὑπ' ὄψιν τῆς 'Επιτροπῆς Ναυτικῆς 'Ασφαλείας τοῦ 'Οργανισμοῦ πρός ἐξέτασιν.

ιιι) Συμβαλλόμενα Κράτη Χωρῶν ἀνεξαρτήτως τοῦ ἄν αὗται εἶναι μέλη τοῦ 'Οργανισμοῦ ἤ ὄχι θά δικαιοῦνται ὅπως λάβουν μέρος εἰς τάς ἐργασίας τῆς 'Επιτροπῆς Ναυτικῆς 'Ασφαλείας κατά τήν ἐξέτασιν καί υἱοθέτησιν τῶν τροποποιήσεων.

ιν) Αἱ τροποιήσεις θά υἱοθετοῦνται κατόπιν πλειοψηφίας τῶν δύο τρίτων (2/3) τῶν συμβαλλομένων Κρατῶν ἅτινα παρίστανται κατά τήν ψηφοφορίαν εἰς τήν 'Επιτροπήν Ναυτικῆς 'Ασφαλείας ἀνεπτυγμένης συνθέσεως κατά τά ἐν τῇ προηγουμένῃ ὑποπαραγράφῳ (ιιι) ὁριζόμενα (ἐφεξῆς καλουμένη ὡς «ἀνεπτυγμένη 'Επιτροπή Ναυτικῆς 'Ασφαλείας») ὑπό τήν προϋπόθεσιν ὅτι τουλάχιστον τό ἕν τρίτον (1/3) τῶν συμβαλλομένων Κρατῶν θά παρίστανται εἰς τήν ψηφοφορίαν.

ν) Τροποποιήσεις υἱοθετηθεῖσαι συμφώνως πρός τήν ὑποπαράγραφον (ιν) ἀνωτέρω δέον ὅπως γνωστοποιοῦνται ὑπό τοῦ Γενικοῦ Γραμματέως τοῦ 'Οργανισμοῦ εἰς ἅπαντα τά συμβαλλόμενα Κράτη δι' ἀποδοχήν.

νι) 1) Τροποποίησις 'Αρθρου τῆς Συμβάσεως ἤ τοῦ Κεφαλαίου I τοῦ Παραρτήματος θά θεωρῆται ὅτι ἔχει γίνει ἀποδεκτή κατά τήν ἡμερομηνίαν συμπληρώσεως ἀριθμοῦ ἀνακοινώσεων ἀποδοχῆς ἐκ μέρους τῶν δύο τρίτων (2/3) τῶν συμβαλλομένων Κρατῶν.

2) Τροποποίησις τοῦ Παραρτήματος ἐκτός τοῦ Κεφαλαίου I θά θεωρῆται ὅτι ἔχει γίνει ἀποδεκτή:

αα) ἐπί τῇ συμπληρώσει διετίας ἀπό τῆς ἡμερομηνίας καθ' ἥν αὕτη ἐγνωστοποιήθη εἰς τά συμβαλλόμενα Κράτη δι' ἀποδοχήν, ἤ

ββ) ἐπί τῇ συμπληρώσει ἑτέρας τινός χρονικῆς περιόδου, ἥτις δέν δύναται νά εἶναι βραχυτέρα τοῦ ἑνός ἔτους ἐφ' ὅσον ἀποφασισθῇ οὕτω κατά τόν χρόνον τῆς υἱοθετήσεως τῆς τροποποιήσεως ἀπό τήν πλειοψηφίαν τῶν δύο τρίτων (2/3) τῶν συμβαλλομένων Κρατῶν ἅτινα παρίστανται εἰς τήν ψηφοφορίαν εἰς τήν ἀνεπτυγμένην 'Επιτροπήν Ναυτικῆς 'Ασφαλείας.

"Ομως, ἐάν ἐντός τῆς καθορισθείσης περιόδου, συμβαλλόμενα Κράτη ἀντιπροσωπεύοντα συνολικῶς ποσοστόν μεῖζον τοῦ ἑνός τρίτου (1/3), ἤ συνολικῶς καλύπτοντα διά τῆς 'Εμπορικῆς Ναυτιλίας τῶν ἀπό 50% καί ἄνω τοῦ παγκοσμίου ἐμπορικοῦ στόλου εἰς ὁλικήν χωρητικότητα, γνωστοποιήσουν εἰς τόν Γενικόν Γραμματέα τοῦ 'Οργανισμοῦ τήν ἀντίθεσίν των πρός τήν τροποποίησιν, αὕτη θά θεωρηθῇ ὡς μή γενομένη ἀποδεκτή.

νιι) 1) Τροποποίησις 'Αρθρου τῆς Συμβάσεως ἤ τοῦ Κεφαλαίου I τοῦ Παραρτήματος θά τίθεται ἐν ἰσχύϊ διά τά συμβαλλόμενα Κράτη ἅτινα ἀπεδέχθησαν ταύτην ἕξ (6) μῆνας μετά τήν ἡμερομηνίαν καθ' ἥν ἡ τροποποίησις θά θεωρηθῇ ὡς γενομένη ἀποδεκτή. Δι' ἕκαστον ἐκ τῶν συμβαλλομένων Κρατῶν ἅτινα ἀπεδέχθησαν τήν τροποποίησιν μετά τήν ὡς ἄνω ἡμερομηνίαν αὕτη θά τίθεται ἐν ἰσχύϊ ἕξ (6) μῆνας μετά τήν ἡμερομηνίαν καθ' ἥν τό συμβαλλόμενον Κράτος ἐδήλωσε τήν ἀποδοχήν της.

2) Τροποποίησις τοῦ Παραρτήματος ἐκτός τοῦ Κεφαλαίου I θά τίθεται ἐν ἰσχύϊ δι' ἅπαντα τά συμβαλλόμενα Κράτη, ἐκτός ἐκείνων ἅτινα διετύπωσαν ἀντίθεσιν κατά τά ἐν τῇ ὑποπαραγράφῳ (νι)(2) ἀνωτέρω ὁριζόμενα καί ἅτινα δέν ἀπέσυραν ταύτην μεταγενεστέρως, ἕξ (6) μῆνας μετά τήν ἡμερομηνίαν καθ' ἥν ἡ τροποποίησις θά θεωρηθῇ ὡς γενομένη ἀποδεκτή. "Ομως πρό τῆς προκαθορισθείσης ἡμερομηνίας θέσεως ἐν ἰσχύϊ, οἱονδήποτε συμβαλλόμενον Κράτος δύναται νά γνωστοποιήσῃ εἰς τόν Γενικόν Γραμματέα τοῦ 'Οργανισμοῦ ὅτι ἐξαιρεῖ ἑαυτόν ἀπό τῆς ἐφαρμογῆς τῆς τροποποιήσεως κατά χρονικόν διάστημα οὐχί μεῖζον τοῦ ἑνός ἔτους ἀπό τήν ἡμερομηνίαν τῆς θέσεώς της ἐν ἰσχύϊ, ἤ κατά χρονικόν διάστημα τόσον μεγαλύτερον ὅσον θά ἀποφασισθῇ ἀπό τήν πλειοψηφίαν τῶν δύο τρίτων (⅔) τῶν συμβαλλομένων Κρατῶν ἅτινα θά παρίστανται εἰς τήν ψηφοφορίαν εἰς τήν ἀνεπτυγμένην 'Επιτροπήν Ναυτικῆς 'Ασφαλείας κατά τόν χρόνον τῆς υἱοθετήσεως τῆς τροποποιήσεως.

(γ) Τροποποίησις ὑπό Διασκέψεως:

ι) Κατόπιν αἰτήσεως συμβαλλομένου Κράτους πρός ἥν συγκατετέθη τό ἕν τρίτον (1/3) τῶν συμβαλλομένων Κρατῶν, ὁ 'Οργανισμός δέον ὅπως συγκαλῇ Διάσκεψιν συμβαλλομένων Κρατῶν διά τήν ἐξέτασιν τροποποιήσεων τῆς πα-

ρούσης Συμβάσεως.

ιι) Οἱαδήποτε τροποποίησις υἱοθετηθεῖσα ὑπό μιᾶς τοιαύτης Διασκέψεως ὑπό τῶν δύο τρίτων (2/3) τῆς πλειοψηφίας τῶν συμβαλλομένων Κρατῶν παρισταμένων καί μετεχόντων εἰς τήν ψηφοφορίαν, δέον ὅπως γνωστοποιεῖται ὑπό τοῦ Γενικοῦ Γραμματέως τοῦ 'Οργανισμοῦ εἰς ἅπαντα τά συμβαλλόμενα Κράτη δι' ἀποδοχήν.

ιιι) 'Εκτός τῆς περιπτώσεως καθ' ἥν ἡ Διάσκεψις θά ἀποφασίση ἄλλως, ἡ τροποποίησις θά θεωρῆται ὡς γενόμενη ἀποδεκτή καί θά τίθεται ἐν ἰσχύϊ συμφώνως πρός τήν διαδικασίαν ἥτις καθορίζεται ὑπό τῶν ἀνωτέρω ὑποπαραγράφων (β) (vι) καί (β)(vιι) ἀντιστοίχως, λαμβανομένου ὑπ' ὄψιν ὅτι ὁπουδήποτε ποιεῖται μνεία εἰς τάς ὡς ἄνω παραγράφους περί ἀνεπτυγμένης 'Επιτροπῆς Ναυτικῆς 'Ασφαλείας θά θεωρῆται ὡς μνεία περί τῆς Διασκέψεως.

(δ) ι) Συμβαλλόμενον Κράτος τό ὁποῖον ἔχει ἀποδεχθῆ τροποποίησιν τοῦ Παραρτήματος ἥτις ἐτέθη ἐν ἰσχύϊ δέν θά ὑποχρεοῦται εἰς τήν ἐπέκτασιν τῶν προνομίων τῆς παρούσης Συμβάσεως ἐν σχέσει πρός τά Πιστοποιητικά ἅτινα ἐξεδόθησαν διά λογαριασμόν ἑνός πλοίου δικαιουμένου ὅπως φέρη τήν σημαίαν χώρας τό Κράτος τῆς ὁποίας, συμφώνως πρός τάς διατάξεις τῆς ὑποπαραγράφου (β)(vι)(2) τοῦ παρόντος "Αρθρου, διετύπωσεν ἀντίθεσιν πρός τήν τροποποίησιν καί δέν ἀπέσυρε ταύτην μεταγενεστέρως. Τοῦτο ὅμως μόνον καθ' ὅ μέρος τά ἐν λόγῳ Πιστοποιητικά ἔχουν σχέσιν πρός θέματα ἅτινα καλύπτονται ὑπό τῆς εἰρημένης τροποποιήσεως.

ιι) Συμβαλλόμενον Κράτος τό ὁποῖον ἔχει ἀποδεχθῆ τροποποίησιν τοῦ Παραρτήματος ἥτις ἐτέθη ἐν ἰσχύϊ θά ἐπεκτείνη τά προνόμια τῆς παρούσης Συμβάσεως ἐν σχέσει πρός τά Πιστοποιητικά ἅτινα ἐξεδόθησαν διά λογαριασμόν ἑνός πλοίου δικαιουμένου ὅπως φέρει τήν σημαίαν χώρας τό Κράτος τῆς ὁποίας, συμφώνως πρός τάς διατάξεις τῆς ὑποπαραγράφου (β)(vιι)(2) τοῦ παρόντος "Αρθρου, ἐγνωστοποίησεν εἰς τόν Γενικόν Γραμματέα τοῦ 'Οργανισμοῦ ὅτι ἐξαιρεῖ ἑαυτόν ἀπό τῆς ἐφαρμογῆς τῆς τροποποιήσεως.

(ε) 'Εκτός ἐάν ἄλλως ρητῶς ὁρίζεται, οἱαδήποτε τροποποίησις εἰς τήν παροῦσαν Σύμβασιν γενομένη συμφώνως πρός τό παρόν "Αρθρον καί σχετιζομένη πρός τό κατασκευαστικόν μέρος τοῦ πλοίου, θά ἐφαρμόζεται μόνον ἐπί πλοίων ἡ τρόπις τῶν ὁποίων ἐτέθη κατά τήν ἤ μετά τήν ἡμερομηνίαν θέσεως ἐν ἰσχύϊ τῆς τροποποιήσεως ἤ πλοίων ἅτινα κατά τήν ἡμερομηνίαν ταύτην εὑρίσκονται εἰς παρεμφερές πρός τό ἀνώτερω στάδιον κατασκευῆς.

(στ) Οἱαδήποτε ἀνακοίνωσις ἀποδοχῆς ἤ ἀντιθέσεως πρός τροποίησιν ἤ γνωστοποίησις ἐνεργουμένη κατά ἐν τῇ ὑποπαραγράφῳ (β)(vιι)(2) τοῦ παρόντος "Αρθρου ὁριζόμενα, δέον ὅπως ὑποβάλλεται γραπτῶς εἰς τόν Γενικόν Γραμματέα τοῦ 'Οργανισμοῦ, ὅστις θά πληροφορῇ ἅπαντα τά συμβαλλόμενα Κράτη περί τῆς τοιαύτης ὑποβολῆς ὁμοῦ μετά τῆς ἡμερομηνίας τῆς λήψεώς της.

(ζ) 'Ο Γενικός Γραμματεύς τοῦ 'Οργανισμοῦ θά πληροφορῇ ἅπαντα τά συμβαλλόμενα Κράτη περί τῆς θέσεως ἐν ἰσχύϊ οἱασδήποτε τροποποιήσεως συμφώνως πρός τό παρόν ἄρθρον ὁμοῦ μετά τῆς ἡμερομηνίας καθ' ἥν ἡ τοιαύτη τροποποίησις τίθεται ἐν ἰσχύϊ.

ΑΡΘΡΟΝ IX

'Υπογραφή, Κύρωσις, 'Αποδοχή, Συμφωνία καί Προσχώρησις

(α) 'Η παροῦσα Σύμβασις θά παραμείνη ἀνοικτή πρός ὑπογραφήν εἰς τά Κεντρικά Γραφεῖα τοῦ 'Οργανισμοῦ ἀπό 1ης Νοεμβρίου 1974 μέχρι 1ης 'Ιουλίου 1975 καί ἀκολούθως θά παραμένη ἀνοικτή πρός προσχώρησιν. Αἱ χῶραι δύνανται ὅπως ἀποτελέσουν μέρη τῆς παρούσης Συμβάσεως διά:

ι) τῆς ὑπογραφῆς ἄνευ ἐπιφυλάξεως ὅσον ἀφορᾶ τήν κύρωσιν, ἀποδοχήν ἤ συμφωνίαν, ἤ

ιι) τῆς ὑπογραφῆς μετ' ἐπιφυλάξεως ὡς πρός τήν κύρωσιν, ἀποδοχήν ἤ συμφωνίαν, ἀκολουθουμένης ὑπό κυρώσεως, ἀποδοχῆς ἤ συμφωνίας ἤ

ιιι) τῆς προσχωρήσεως.

(β) Κύρωσις, ἀποδοχή, συμφωνία ἤ προσχώρησις θά θεωρῆται ἡ πραγματοποιηθεῖσα διά τῆς καταθέσεως ὀργάνου, ἀποσκοποῦντος πρός τοῦτο, εἰς τόν Γενικόν Γραμματέα τοῦ 'Οργανισμοῦ.

(γ) 'Ο Γενικός Γραμματεύς τοῦ 'Οργανισμοῦ θά πληροφορῇ τά Κράτη ἁπασῶν τῶν χωρῶν αἵτινες ὑπέγραψαν τήν παροῦσαν Σύμβασιν ἤ προσεχώρησαν εἰς αὐτήν, περί τῆς ὑπογραφῆς ἤ τῆς καταθέσεως ὀργάνου κυρώσεως, ἀποδοχῆς, συμφωνίας ἤ προσχωρήσεως ὁμοῦ μετά τῆς ἡμερομηνίας καταθέσεώς του.

ΑΡΘΡΟΝ X

Θέσις ἐν ἰσχύϊ

(α) 'Η παροῦσα Σύμβασις θά τεθῇ ἐν ἰσχύϊ δώδεκα μῆνας μετά τήν ἡμερομηνίαν καθ' ἥν οὐχί ὀλιγώτεραι τῶν εἴκοσι πέντε (25) χωρῶν συνολικῶς καλυπτουσῶν διά τῆς 'Εμπορικῆς Ναυτιλίας τῶν ἀπό τό 50% καί ἄνω τοῦ παγκοσμίου ἐμπορικοῦ στόλου εἰς ὁλικήν χωρητικότητα, θά ἀποτελέσουν μέρη αὐτῆς συμφώνως πρός τό "Αρθρον IX.

(β) Οἱονδήποτε ὄργανον κυρώσεως, ἀποδοχῆς, συμφωνίας ἤ προσχωρήσεως κατατεθέν μετά τήν ἡμερομηνίαν θέσεως ἐν ἰσχύϊ τῆς παρούσης Συμβάσεως θά ἰσχύη τρεῖς μῆνας μετά τήν ἡμερομηνίαν τῆς καταθέσεως.

(γ) Μετά τήν ἡμερομηνίαν κατά τήν ὁποίαν τροποποίησις τῆς παρούσης Συμβάσεως θά θεωρηθῇ ὡς γενομένη ἀποδεκτή συμφώνως πρός τά ἐν ἄρθρῳ VIII καθοριζόμενα, οἱονδήποτε ὄργανον κυρώσεως, ἀποδοχῆς, συμφωνίας ἤ προσχωρήσεως ὅπερ ἤθελεν κατατεθῇ θά ἀφορᾶ εἰς τήν Σύμβασιν ὡς αὕτη ἐτροποποιήθη.

ΑΡΘΡΟΝ XI

Καταγγελία

(α) 'Η παροῦσα Σύμβασις δύναται νά καταγγελθῇ ὑπό οἱουδήποτε συμβαλλομένου Κράτους καί εἰς οἱονδήποτε χρόνον μετά παρέλευσιν πέντε ἐτῶν ἀπό τήν ἡμερομηνίαν καθ' ἥν ἡ Σύμβασις τίθεται ἐν ἰσχύϊ διά τό Κράτος τοῦτο.

(β) 'Η καταγγελία θά ἰσχύη διά τῆς καταθέσεως ὀργάνου καταγγελίας εἰς τόν Γενικόν Γραμματέα τοῦ 'Οργανισμοῦ ὅστις θά γνωστοποιῇ τοῦτο εἰς ἅπαντα τά λοιπά συμβαλλόμενα Κράτη μετά τῆς ἡμερομηνίας λήψεως ὁμοῦ τοῦ ὀργάνου καί τῆς ἡμερομηνίας καθ' ἥν ἡ καταγγελία θά ἰσχύση.

(γ) Καταγγελία θά ἰσχύη ἕν ἔτος μετά τήν λῆψιν τοῦ ὀργάνου καταγγελίας ὑπό τοῦ Γενικοῦ Γραμματέως τοῦ 'Οργανισμοῦ ἤ μετά παρέλευσιν μεγαλυτέρου χρονικοῦ διαστήματος τό ὁποῖον ἐνδεχομένως καθορίζεται ὑπό τοῦ ὀργάνου.

ΑΡΘΡΟΝ XII

Κατάθεσις καί 'Απογραφή

(α) 'Η παροῦσα Σύμβασις θά κατατεθῆ εἰς τόν Γενικόν Γραμματέα τοῦ 'Οργανισμοῦ ὅστις θά διαβιβάση ἐπικυρωμένα ἀντίγραφα εἰς τά Κράτη ἁπασῶν τῶν Χωρῶν αἵτινες ὑπέγραψαν ταύτην ἤ προσεχώρησαν εἰς αὐτήν.

(β) Εὐθύς ὡς ἡ παροῦσα Σύμβασις τεθῆ ἐν ἰσχύϊ, τό κείμενον αὐτῆς θά διαβιβασθῆ ὑπό τοῦ Γενικοῦ Γραμματέως τοῦ 'Οργανισμοῦ εἰς τόν Γενικόν Γραμματέα τῶν 'Ηνωμένων 'Εθνῶν δι' ὑπογραφήν καί δημοσίευσιν, συμφώνως πρός τό "Αρθρον 102 τοῦ Χάρτοῦ τῶν 'Ηνωμένων 'Εθνῶν.

ΑΡΘΡΟΝ XIII

Γλῶσσαι

'Η παροῦσα Σύμβασις διετυπώθη εἰς ἁπλοῦν εἰς τάς γλώσσας Κινεζικήν, 'Αγγλικήν, Γαλλικήν, Ρωσικήν καί 'Ισπανικήν ἕκαστον δέ τῶν ὡς ἄνω κειμένων θεωρεῖται ἐξ ἴσου αὐθεντικόν. 'Επίσημοι μεταφράσεις εἰς τήν 'Αραβικήν, Γερμανικήν καί 'Ιταλικήν γλῶσσαν θά ἑτοιμασθοῦν καί θά κατατεθοῦν ὁμοῦ μετά τοῦ ὑπογεγραμμένου πρωτοτύπου.

ΕΙΣ ΠΙΣΤΩΣΙΝ ΤΩΝ ΑΝΩΤΕΡΩ οἱ ὑπογεγραμμένοι, ὄντες ἁρμοδίως ἐξουσιοδοτημένοι ὑπό τῶν ἀντιστοίχων Κυβερνήσεών των πρός τόν σκοπόν αὐτόν, ὑπέγραψαν τήν παροῦσαν Σύμβασιν.

ΕΓΕΝΕΤΟ ΕΝ ΛΟΝΔΙΝΩ τήν πρώτην Νοεμβρίου χίλια ἐννεακόσια ἑβδομήκοντα τέσσερα.

ΠΑΡΑΡΤΗΜΑ

ΚΕΦΑΛΑΙΟΝ Ι

ΓΕΝΙΚΑΙ ΔΙΑΤΑΞΕΙΣ

ΜΕΡΟΣ Α' — ΕΦΑΡΜΟΓΑΙ, ΟΡΙΣΜΟΙ Κ.Λ.Π.

Κανονισμός 1

'Εφαρμογή

(α) 'Ο παρών κανονισμός ἐφαρμόζεται μόνον ἐπί πλοίων ἐκτελούντων διεθνεῖς πλόας, ἐκτός ἐάν ἄλλως ρητῶς προβλέπεται.

(β) Εἰς ἕκαστον κεφάλαιον καθορίζονται λεπτομερέστερον αἱ κατηγορίαι πλοίων ἐφ' ὧν ἐφαρμόζονται αἱ διατάξεις του, ὡς καί ἡ ἔκτασις τῆς ἐφαρμογῆς των

Κανονισμός 2

'Ορισμοί

Κατά τήν ἐφαρμογήν τῶν παρόντων κανονισμῶν, ἐκτός ἐάν ἄλλως ρητῶς προβλέπεται:

(α) «Κανονισμοί» σημαίνει τούς Κανονισμούς τούς περιλαμβανομένους εἰς τό Παράρτημα τῆς παρούσης Συμβάσεως.

(β) «'Αρχή» σημαίνει τήν Κυβέρνησιν τῆς Χώρας τήν σημαίαν τῆς ὁποίας τό πλοῖον δικαιοῦται νά φέρη.

(γ) «'Εγκεκριμένος» σημαίνει ἐγκεκριμένος παρ' 'Αρχῆς τινος.

(δ) «Διεθνής πλοῦς» εἶναι ὁ πλοῦς ἀπό χώρας, εἰς ἥν ἐφαρμόζεται ἡ παροῦσα Σύμβασις, εἴς τινα λιμένα ἐκτός τῆς χώρας ταύτης ἤ καί ἀντιστρόφως.

(ε) 'Επιβάτης θεωρεῖται πᾶν πρόσωπον ἐκτός:

- ι) τοῦ Πλοιάρχου καί τῶν μελῶν τοῦ πληρώματος ἤ ἄλλων προσώπων χρησιμοποιουμένων ἤ ἀσχολουμένων ὑπό οἱανδήποτε ἰδιότητα ἐν τῷ πλοίῳ διά τάς ἀνάγκας τοῦ πλοίου τούτου, καί
- ιι) τῶν κάτω τοῦ ἑνός ἔτους παιδίων.

(στ) 'Επιβατηγόν πλοῖον εἶναι τό πλοῖον, ὅπερ μεταφέρει πλείονας τῶν δώδεκα ἐπιβατῶν.

(ζ) Φορτηγόν πλοῖον εἶναι πᾶν πλοῖον μή ἐπιβατηγόν.

(η) Δεξαμενόπλοιον εἶναι φορτηγόν πλοῖον, κατεσκευασμένον ἤ διεσκευασμένον διά τήν μεταφοράν εἰς χῦμα ὑγρῶν φορτίων εὐφλέκτου φύσεως.

(θ) 'Αλιευτικόν πλοῖον εἶναι τό πλοῖον ὅπερ χρησιμοποιεῖται διά τήν ἁλιείαν ἰχθύων, φαλαινῶν, φωκῶν, θαλασσίων ἵππων ἤ ἄλλων ὑπάρξεων τοῦ ζωϊκοῦ βασιλείου

ἐν θαλάσσῃ.

(ι) Πυρηνόπλοιον εἶναι τό πλοῖον ὅπερ εἶναι ἐφωδιασμένον μέ ἐγκατάστασιν πυρηνικῆς ἐνεργείας.

(ια) «Νέον πλοῖον» σημαίνει πλοῖον τοῦ ὁποίου ἡ τρόπις ἐτέθη κατά ἤ μετά τήν ἡμερομηνίαν θέσεως ἐν ἰσχύϊ τῆς παρούσης Συμβάσεως ἤ πλοῖον τό ὁποῖον κατά τήν ἡμερομηνίαν ταύτην εὑρίσκεται εἰς παρεμφερές πρός τό ἀνωτέρω στάδιον κατασκευῆς.

(ιβ) «Ὑπάρχον πλοῖον» σημαίνει πᾶν πλοῖον τό ὁποῖον δέν εἶναι νέον.

(ιγ) Τό μίλιον λαμβάνεται ἴσον πρός 1852 μέτρα ἤ 6080 πόδας.

Κανονισμός 3

Ἐξαιρέσεις

(α) Ἐάν ἄλλως ρητῶς δέν προβλέπεται, οἱ παρόντες Κανονισμοί δέν ἐφαρμόζονται ἐπί:

ι) τῶν πολεμικῶν πλοίων καί ὁπλιταγωγῶν.

ιι) τῶν φορτηγῶν κάτω τῶν 500 κ.ο.χ.

ιιι) τῶν ἄνευ μηχανικῆς προώσεως πλοίων.

ιν) τῶν ξυλίνων πλοίων πρωτογόνου κατασκευῆς.

ν) τῶν πλοίων ψυχαγωγίας, μή χρησιμοποιουμένων δι' ἐμπορικάς μεταφοράς.

νι) τῶν Ἁλιευτικῶν πλοίων.

(β) Ἐξαιρουμένων τῶν διατάξεων τῶν προβλεπομένων εἰς τό Κεφάλαιον V, οὐδέν τῶν ἀναφερομένων εἰς τούς παρόντας Κανονισμούς θά ἐφαρμόζεται εἰς τά πλοῖα τά ἀποκλειστικῶς ναυσιπλοοῦντα ἐντός τῶν Μεγάλων Λιμνῶν τῆς Βορείου Ἀμερικῆς καί τοῦ ποταμοῦ τοῦ Ἁγίου Λαυρεντίου, ἐντός ὁρίων, ὁριζομένων ἀνατολικῶς ὑπό εὐθείας γραμμῆς χαρασσομένης ἐκ τοῦ Ἀκρωτηρίου des Rosiers μέχρι τοῦ δυτικοῦ ἄκρου (West Point) τῆς νήσου Anticosti Island καί εἰς τήν βορείαν πλευράν τῆς νήσου Anticosti διά τοῦ 63ου μεσημβρινοῦ.

Κανονισμός 4

Ἐξαιρέσεις

(α) Ἐάν λόγῳ ἐξαιρετικῶν περιστάσεων, πλοῖον μή ἐκτελοῦν κανονικάς διεθνεῖς πλόας, διατεθῇ ὅπως ἐκτελέσῃ μεμονωμένον διεθνές ταξίδιον δύναται νά ἀπαλλαγῇ ὑπό τῆς Ἀρχῆς διατάξεών τινων τῶν παρόντων Κανονισμῶν, ὑπό τόν ὅρον ὅτι συμμορφοῦται πρός τάς διατάξεις Ἀσφαλείας, αἵτινες, κατά τήν γνώμην τῆς Ἀρχῆς, ἐνδείκνυνται διά τήν ἐκτέλεσιν τοῦ ταξιδίου τούτου.

(β) Ἡ Ἀρχή δύναται νά ἐξαιρέσῃ οἱονδήποτε πλοῖον τό ὁποῖον περιλαμβάνει εἰς τήν κατασκευήν του χαρακτηριστικά καινοφανοῦς τ..ου ἀπό οἱανδήποτε τῶν διατάξεων τῶν Κεφαλαίων II—1, II—2, III καί IV τῶν παρόντων Κανονισμῶν ἡ ἐφαρμογή τῶν ὁποίων εἶναι δυνατόν νά παρεμποδίσῃ σοβαρῶς τήν ἔρευναν διά τήν ἐξέλιξιν τῶν χαρακτηριστικῶν τούτων καί τήν δυνατότητα νά περιληφθοῦν τά πλοῖα ταῦτα μεταξύ τῶν ἐκτελούντων διεθνεῖς πλόας. Ὅμως, οἱονδήποτε τοιοῦτον πλοῖον δέον ὅπως συμμορφοῦται πρός ἐκείνας τάς ἀπαιτήσεις ἀσφαλείας αἵτινες κατά τήν κρίσιν τῆς Ἀρχῆς εἶναι ἐπαρκεῖς διά τόν σκοπόν τόν ὁποῖον προορίζεται νά ἐκπληρώσῃ καί εἶναι τοιαύτης φύσεως ὥστε νά ἐξασφαλίζουν τήν καθ' ὁλοκληρίαν ἀσφάλειαν τοῦ πλοίου καί πρός τούτοις τυγχάνουν ἀποδεκταί ὑπό τῶν Ἀρχῶν τῶν Χωρῶν τάς ὁποίας τό πλοῖον πρόκειται νά ἐπισκεφθῇ. Ἡ Ἀρχή ἥτις θά ἐπιτρέψῃ τοιαύτην ἐξαίρεσιν δέον ὅπως ἀναφέρῃ εἰς τόν Ὀργανισμόν στοιχεῖα καί λόγους οἵτινες θά ἀφοροῦν εἰς τό θέμα, πρός ἐνημέρωσιν ὑπό τοῦ Ὀργανισμοῦ τῶν συμβαλλομένων Κρατῶν.

Κανονισμός 5

Ἰσοδύναμα

(α) Ὅπου οἱ παρόντες Κανονισμοί ἀπαιτοῦν ὅπως εἰδικόν τι ἐξάρτημα, ὑλικόν, ὄργανον ἤ συσκευή ἤ ἀνάλογος τύπος τούτων ἐφαρμόζηται ἤ φέρηται ἐπί ἑνός πλοίου, ἤ ὅτι εἰδική τις διάταξις πρέπει νά ἀκολουθῆται, δύναται ἡ Ἀρχή νά ἐπιτρέψῃ ἀντ' αὐτῶν πᾶν ἕτερον ἐξάρτημα, ὑλικόν, ὄργανον ἤ συσκευήν ἤ ἀνάλογον τύπον τούτων, ὅπως ἐφαρμόζηται ἤ φέρηται ὡς καί ἄλλον τρόπον διατάξεως ἐπί τοῦ πλοίου, ὑπό τόν ὅρον ὅτι ἡ Ἀρχή θά πεισθῇ διά καταλλήλου δοκιμῆς ἤ ἄλλως πως ὅτι, τό ἀντικαθιστῶν ἐξάρτημα, ὑλικόν, ὄργανον ἤ συσκευή ἤ ἀνάλογος τύπος ἤ ὁ νέος τρόπος διατάξεως εἶναι τοὐλάχιστον τῆς αὐτῆς ἀποδόσεως μέ τήν ὑπό τῆς Συμβάσεως ἀπαιτουμένην.

(β) Ἡ Ἀρχή ἥτις κατά τά ἀνωτέρω ἀποδέχεται ἐξάρτημα, ὑλικόν, ὄργανον ἤ συσκευήν ἤ ἀνάλογον τύπον τούτων ἤ εἰδικόν τρόπον διατάξεως, ὀφείλει νά γνωστοποιῇ εἰς τόν Ὀργανισμόν τά χαρακτηριστικά τούτων ὁμοῦ μετ' ἐκθέσεως ἐπί τῶν γενομένων δοκιμῶν καί ὁ Ὀργανισμός θά κοινοποιήσῃ ταῦτα εἰς τά ἄλλα συμβαλλόμενα Κράτη διά τήν ἐνημέρωσιν τῶν Ὑπηρεσιῶν των.

ΜΕΡΟΣ Β' — ΕΠΙΘΕΩΡΗΣΕΙΣ ΚΑΙ ΠΙΣΤΟΠΟΙΗΤΙΚΑ

Κανονισμός 6

Ἐπιθεώρησις καί Ἐξέτασις

Ἡ ἐπιθεώρησις καί ἡ ἐξέτασις τῶν πλοίων, εἰς ὅ,τι ἀφορᾶ τήν ἐφαρμογήν τῶν παρόντων Κανονισμῶν καί ἡ χορήγησις ἀπαλλαγῶν θά ἐνεργῶνται παρά τῶν Ὀργάνων τοῦ Κράτους, ἐν ᾧ τό πλοῖον εἶναι νηολογημένον, προβλεπομένου ὅτι ἡ Κυβέρνησις ἑκάστης Χώρας δύναται νά ἐμπιστευθῇ τήν ἐπιθεώρησιν καί τήν ἐξέτασιν εἴτε εἰς ἐντεταλμένους πρός τοῦτο Ἐπιθεωρητάς εἴτε εἰς Ὀργανισμούς ἀνεγνωρισμένους παρ' αὐτῆς. Εἰς πάσας τάς περιπτώσεις ἡ ἐνδιαφερομένη Κυβέρνησις ἐγγυᾶται τήν πληρότητα καί ἀρτιότητα τῆς ἐπιθεωρήσεως καί ἐξετάσεως.

Κανονισμός 7

Ἐπιθεωρήσεις Ἐπιβατηγῶν Πλοίων

(α) Πᾶν ἐπιβατηγόν πλοῖον δέον νά ὑποβάλληται εἰς τάς κατωτέρω ἀναφερομένας ἐπιθεωρήσεις:

ι) Ἐπιθεώρησις προτοῦ τό πλοῖον τεθῇ ἐν ὑπηρεσίᾳ.

ιι) Περιοδική 'Επιθεώρησις ἀνά δώδεκα μῆνας.

ιιι) Συμπληρωματικαί 'Επιθεωρήσεις, ὁσάκις παρίσταται ἀνάγκη..

(β) Αἱ ἀνωτέρω 'Επιθεωρήσεις δέον νά ἐκτελῶνται ὡς ἀκολούθως:

ι) 'Η ἐπιθεώρησις,πρoτοῦ τό πλοῖον τεθῆ ἐν ὑπηρεσίᾳ,δέον νά περλαμβάνη πλήρη ἐπιθεώρησιν τοῦ σκάφους, τῶν μηχανῶν καί τοῦ ἐξαρτισμοῦ,περιλαμβαμένων τοῦ ἐξωτερικοῦ τῆς γάστρας,καθὼς καί τοῦ ἐσωτερικοῦ καί ἐξωτερικοῦ τῶν λεβήτων. 'Η ἐπιθεώρησις δέον νά εἶναι τοιαύτη ὥστε νά ἐξασφαλίζη ὅτι αἱ διατάξεις, τό ποιόν τοῦ ὑλικοῦ καί αἱ διαστάσεις τοῦ ὑλικοῦ τοῦ σκάφους, οἱ λέβητες καί τά λοιπά σκεύη πιέσεως καί τά ἐξαρτήματα αὐτῶν, αἱ κύριαι μηχαναί καί τά βοηθητικά μηχανήματα, αἱ ἠλεκτρικαί ἐγκαταστάσεις, αἱ ραδιοτηλεγραφικαί ἐγκαταστάσεις τῶν μετά κινητῆρος σωσιβίων λέμβων, αἱ φορηταί ραδιοτηλεγραφικαί συσκευαί τῶν σωσιβίων μέσων, τά σωστικά μέσα, τά μέσα προστασίας, ἐντοπισμοῦ καί σβέσεως πυρκαϊᾶς,τό radar, ἡ ἠχοβολιστική συσκευή, ἡ γυροσκοπική πυξίς, αἱ κλίμακες πλοηγῶν, οἱ μηχανικοί ἀνελκυστῆρες πλοηγῶν καί τά λοιπά ἐφόδια, ἀνταποκρίνονται πλήρως πρός τάς ἀπαιτήσεις τῆς παρούσης Συμβάσεως, ὡς καί τῶν Νόμων, Διαταγμάτων, Διαταγῶν καί Κανονισμῶν τῶν ἐκδιδομένων ὑπό τῆς 'Αρχῆς εἰς ἐφαρμογήν τῆς Συμβάσεως ἀναλόγως τῆς κατηγορίας εἰς τήν ὁποίαν τό πλοῖον τοῦτο ὑπάγεται. 'Η ἐπιθεώρησις θά εἶναι ἐπίσης τοιαύτη ὥστε νά ἐξασφαλίζηται ὅτι ἡ κατάστασις πάντων τῶν μερῶν τοῦ πλοίου καί τοῦ ἐξαρτισμοῦ αὐτοῦ εἶναι καθ'ὅλα ἱκανοποιητική καί ὅτι τό πλοῖον εἶναι ἐφωδιασμένον διά πλοϊκῶν φώτων, σχημάτων, μέσων ἐκπομπῆς ἠχητικῶν σημάτων καί σημάτων κινδύνου καθώς προβλέπεται ὑπό τῆς παρούσης Συμβάσεως καί ὑπό τῶν ἐν ἰσχύϊ Διεθνῶν Κανονισμῶν πρός 'Αποφυγήν Συγκρούσεως ἐν θαλάσση.

ιι) 'Η περιοδική ἐπιθεώρησις δέον νά περιλαμβάνη ἐπιθεώρησιν τοῦ σκάφους, τῶν λεβήτων καί λοιπῶν σκευῶν πιέσεως, τῶν μηχανημάτων καί τοῦ ἐξαρτισμοῦ, συμπεριλαμβανομένου καί τοῦ ἐξωτερικοῦ τῆς γάστρας τοῦ πλοίου. 'Η ἐπιθεώρησις θά εἶναι τοιαύτη ὥστε νά ἐξασφαλίζη ὅτι τό πλοῖον ἀπό πάσης ἀπόψεως σκάφους, λεβήτων καί λοιπῶν σκευῶν πιέσεως καί τῶν ἐξαρτημάτων αὐτῶν, κυρίων μηχανῶν καί βοηθητικῶν μηχανημάτων, ἠλεκτρικῶν ἐγκαταστάσεων,ραδιοτηλεγραφικῶν ἐγκαταστάσεων καί ραδιοτηλεγραφικῶν ἐγκαταστάσεων τῶν μετά κινητῆρος σωσιβίων λέμβων τῶν φορητῶν ραδιοτηλεγραφικῶν συσκευῶν σωστικῶν μέσων, τῶν σωστικῶν μέσων, τῶν μέσων ἐντοπισμοῦ καί σβέσεως πυρκαϊᾶς, τῶν μέσων προστασίας πυρκαϊᾶς, τοῦ radar, τῆς ἠχοβολιστικῆς συσκευῆς, τῆς γυροσκοπικῆς πυξίδος, τῶν κλιμάκων πλοηγῶν, τῶν μηχανικῶν ἀνελκυστήρων πλοηγῶν, καί λοιπῶν ἐφοδίων, εὑρίσκεται εἰς ἱκανοποιητικήν κατάστασιν καί εἶναι κατάλληλον διά τήν ὑπηρεσίαν δι'ἥν προορίζεται, καί ὅτι συμμορφοῦται πρός τάς διατάξεις τῆς παρούσης Συμβάσεως ὡς καί τῶν Νόμων, Διαταγμάτων, Διαταγῶν καί Κανονισμῶν τῶν ἐκδιδομένων ὑπό τῆς 'Αρχῆς διά τήν ἐφαρμογήν τῆς παρούσης Συμβάσεως. Τά πλοϊκά φῶτα, τά σχήματα καί τά μέσα ἐκπομπῆς ἠχητικῶν σημάτων καί σημάτων κινδύνου τῶν φερομένων ἐπί τοῦ πλοίου, θά ὑπόκεινται ἐπίσης εἰς τήν ἀνωτέρω ἀναφερομένην ἐπιθεώρησιν ἵνα ἐξασφαλισθῆ ὅτι ἀνταποκρίνονται πρός τάς ἀπαιτήσεις τῆς παρούσης συμβάσεως καί τῶν ἐν ἰσχύϊ Διεθνῶν Κανονισμῶν πρός ἀποφυγήν Συγκρούσεων ἐν θαλάσση.

ιιι) 'Επιθεώρησις γενική ἤ μερική, ἀναλόγως τῶν περιστάσεων, δέον νά ἐνεργῆται εἰς πᾶσαν περίπτωσιν ἀτυχήματος ἤ ἀνακαλύψεως ἐλαττώματος ἐπηρεάζοντος τήν ἀσφάλειαν τοῦ πλοίου ἤ τήν ἀποδοτικότητα ἤ πληρότητα τῶν σωστικῶν αὐτοῦ μέσων ἤ ἄλλων ἐφοδίων ἤ ὁσάκις ἐκτελοῦνται σοβαραί ἐπισκευαί ἤ ἀντικαταστάσεις. 'Η ἐπιθεώρησις δέον νά εἶναι τοιαύτη ὥστε νά ἐξασφαλίζεται ὅτι αἱ ἀπαραίτητοι ἐπισκευαί ἤ ἀντικαταστάσεις ἐξετελέσθησαν ἱκανοποιητικῶς, ὅτι τό ὑλικόν καί ἡ ἐκτέλεσις τῆς ἐργασίας τῶν τοιούτων ἐπισκευῶν εἶναι ἀπό πάσης ἀπόψεως ἱκανοποιητική καί ὅτι τό πλοῖον συμμορφοῦται ἀπό πάσης ἀπόψεως πρός τάς διατάξεις τῆς παρούσης Συμβάσεως καί τῶν ἐν ἰσχύϊ Διεθνῶν Κανονισμῶν πρός 'Αποφυγήν Συγκρούσεων ἐν θαλάσση καί τόν εἰς ἐφαρμογήν ταύτης Νόμων, Διαταγμάτων, Διαταγῶν καί Κανονισμῶν τῶν ἐκδιδομένων ὑπό τῆς 'Αρχῆς.

(γ) ι) Οἱ νόμοι, τά Διατάγματα, αἱ Διαταγαί καί οἱ Κανονισμοί, περί ὧν ἡ παράγραφος (β) τοῦ παρόντος Κανονισμοῦ, δέον νά ἐξασφαλίζωσιν ὅτι ἀπό πάσης ἀπόψεως ἀσφαλείας τῆς ἀνθρωπίνης ζωῆς ἐν θαλάσση, τό πλοῖον θά εἶναι κατάλληλον διά τήν ὑπηρεσίαν δι'ἥν προορίζεται.

ιι) Οἱ Νόμοι, τά Διατάγματα, αἱ Διαταγαί καί οἱ Κανονισμοί οὗτοι δέον νά καθορίζουν μεταξύ ἄλλων, τούς τηρητέους κανόνας κατά τάς ἀρχικάς καί μεταγενεστέρας ὑδραυλικάς δοκιμάς ἤ ἄλλας ἐναλλακτικῶς ἀποδεκτάς δοκιμάς εἰς ἅς θά ὑποβάλλωνται οἱ κύριοι καί οἱ βοηθητικοί λέβητες, αἱ συνδέσεις, οἱ ἀτμαγωγοί σωλῆνες, οἱ συλλέκται ὑψηλῆς πιέσεως καί αἱ δεξαμεναί καυσίμου τῶν μηχανῶν ἐσωτερικῆς καύσεως καί θά περιλαμβάνουν τόν ἀκολουθητέον τρόπον ἐκτελέσεως τῶν δοκιμῶν καί τό χρονικόν διάστημα μεταξύ δύο διαδοχικῶν δοκιμῶν.

Κανονισμός 8

'Επιθεωρήσεις Σωστικῶν Μέσων καί ἄλλων ἐφοδίων ἐξοπλισμοῦ τῶν Φορτηγῶν Πλοίων

Τά σωστικά μέσα, ἐξαιρέσει τῆς ραδιοτηλεγραφικῆς ἐγκαταστάσεως ἐπί τῶν μετά κινητῆρος σωσιβίων λέμβων ἤ τῆς φορητῆς ραδιοτηλεγραφικῆς συσκευῆς τῶν σωστικῶν μέσων, ἠχοβολιστικῆς συσκευῆς, γυροσκοπικῆς πυξίδος καί τῶν μέσων σβέσεως πυρκαϊᾶς τῶν φορτηγῶν πλοίων ἐφ'ὧν ἐφαρμόζονται τά Κεφάλαια II-1, II-2, III καί V, δέον νά ὑποβάλλωνται εἰς ἀρχικάς καί μεταγενεστέρας ἐπιθεωρήσεις, καθώς προβλέπεται διά τά ἐπιβατηγά πλοῖα εἰς τόν Κανονισμόν 7 τοῦ παρόντος Κεφαλαίου, μέ ἀντικατάστασιν τῶν δώδεκα μηνῶν διά 24 εἰς τό ἐδάφιον (α((ιι) τοῦ Κανονισμοῦ τούτου. Τά σχέδια ἐλέγχου πυρκαϊᾶς εἰς τά νέα πλοῖα καί αἱ κλίμακες τῶν πλοηγῶν, οἱ μηχανικοί ἀνελκυστῆρες πλοηγῶν, τά πλοϊκά φῶτα, τά σχήματα καί τά μέσα ἐκπομπῆς ἠχητικῶν σημάτων τά φερόμενα ἐπί τῶν νέων καί τῶν ὑπαρχόντων πλοίων, θά περιλαμβάνωνται εἰς τάς ἐπιθεωρήσεις, πρός τόν σκοπόν νά ἐξασφαλισθῆ ὅτι ταῦτα ἀνταποκρίνονται πλήρως πρός τάς ἀπαιτήσεις τῆς παρούσης Συμβάσεως καί ὅπου οὗτοι ἐφαρμόζονται, πρός τούς ἐν ἰσχύϊ Διεθνεῖς Κανονισμούς πρός 'Αποφυγήν Συγκρούσεων ἐν θαλάσση.

Κανονισμός 9

'Επιθεωρήσεις τῶν Ραδιοτηλεγραφικῶν 'Εγκαταστάσεων καί 'Εγκαταστάσεων Radar τῶν Φορτηγῶν Πλοίων

Αἱ ραδιοτηλεγραφικαί ἐγκαταστάσεις καί αἱ ἐγκαταστάσεις Radar τῶν φορτηγῶν πλοίων δι'ἅς ἐφαρμόζονται τά Κεφάλαια IV καί V, καθώς καί πᾶσα ραδιοτηλεγραφική ἐγκατάστασις τῶν μετά κινητῆρος σωσιβίων λέμβων ἤ αἱ φορηταί ραδιοτηλεγραφικαί συσκευαί τῶν σωστικῶν μέσων ἅτινα φέρονται συμφώνως πρός τάς ἀπαιτήσεις τοῦ Κεφαλαίου III, δέον νά ὑποβάλλωνται εἰς ἀρχικάς καί μεταγενεστέρας ἐπιθεωρήσεις, ὡς προβλέπεται διά τά ἐπιβατηγά πλοῖα ἐν τῷ Κανονισμῷ 7 τοῦ παρόντος Κεφαλαίου.

Κανονισμός 10

Ἐπιθεώρησις Σκάφους, Μηχανῆς καί Ἐξαρτισμοῦ Φορτηγῶν Πλοίων

Τό σκάφος, αἱ μηχαναί καί ὁ ἐξαρτισμός (ἐκτός τῶν μερῶν ἐκείνων διά τά ὁποῖα ἔχουσιν ἐκδοθῆ Πιστοποιητικά Ἀσφαλείας Ἐξαρτισμοῦ φορτηγῶν Πλοίων, Πιστοποιητικά Ἀσφαλείας Ραδιοτηλεγραφίας ἤ Πιστοποιητικά Ἀσφαλείας Ραδιοτηλεφωνίας) ἑνός φορτηγοῦ πλοίου, θά ἐπιθεωροῦνται μετά τήν συμπλήρωσιν τῆς κατασκευῆς αὐτῶν καί κατόπιν κατά τοιοῦτον τρόπον καί κατά χρονικά διαστήματα ὡς ἡ Ἀρχή ἤθελε κρίνει ἀναγκαῖον, ἵνα ἐξασφαλισθῇ ὅτι ἡ κατάστασις αὐτῶν εἶναι ἀπό πάσης ἀπόψεως ἱκανοποιητική. Ἡ ἐπιθεώρησις θά εἶναι τοιαύτη ὥστε νά ἐξασφαλίζεται ὅτι ἡ διάταξις, τό ὑλικόν καί αἱ διαστάσεις τοῦ ὑλικοῦ τῆς κατασκευῆς, οἱ λέβητες καί τά λοιπά σκεύη πιέσεως καί τά ἐξαρτήματα αὐτῶν, αἱ κύριαι μηχαναί καί τά βοηθητικά μηχανήματα, αἱ ἠλεκτρικαί ἐγκαταστάσεις καί λοιπά ἐφόδια εἶναι ἀπό πάσης ἀπόψεως ἱκανοποιητικά διά τήν ὑπηρεσίαν δι' ἥν τό πλοῖον προορίζεται.

Κανονισμός 11

Τήρησις τῶν Ὅρων κατόπιν τῆς Ἐπιθεωρήσεως

Μετά τήν συμπλήρωσιν μιᾶς ἐπιθεωρήσεως κατά τόν Κανονισμόν 7, 8, 9 ἤ 10 τοῦ παρόντος Κεφαλαίου, οὐδεμία μεταβολή ἐπιτρέπεται εἰς τάς διατάξεις κατασκευῆς τοῦ σκάφους, τῶν μηχανῶν, τοῦ ἐξοπλισμοῦ κ.λπ. τῶν ὁποίων ἐγένετο ἐπιθεώρησις, ἄνευ ἐγκρίσεως τῆς Ἀρχῆς.

Κανονισμός 12

Ἔκδοσις Πιστοποιητικῶν

(α) i) Πιστοποιητικόν καλούμενον Πιστοποιητικόν Ἀσφαλείας Ἐπιβατηγοῦ Πλοίου, θά ἐκδίδεται κατόπιν ἐξετάσεως καί ἐπιθεωρήσεως, διά πᾶν ἐπιβατηγόν πλοῖον ὅπερ πληροῖ τας ἀπαιτήσεις τῶν Κεφαλαίων II-1, II-2, III καί IV καί τάς λοιπάς σχετικάς ἀπαιτήσεις τῶν παρόντων Κανονισμῶν.

ii) Πιστοποιητικόν καλούμενον Πιστοποιητικόν Ἀσφαλείας Κατασκευῆς Φορτηγοῦ Πλοίου, θά ἐκδίδεται κατόπιν ἐπιθεωρήσεως, διά πᾶν φορτηγόν πλοῖον ὅπερ πληροῖ τάς ἀπαιτήσεις ἐπιθεωρήσεως τάς καθοριζομένας διά τοῦ Κανονισμοῦ 10 τοῦ παρόντος Κεφαλαίου καί τό ὁποῖον πληροῖ τάς ἐφαρμοστέας ἀπαιτήσεις τοῦ Κεφαλαίου II-1 καί II-2 ἐξαιρέσει τῶν σχετικῶν πρός τά σχέδια ἐλέγχου καί σβέσεως πυρκαϊᾶς.

iii) Πιστοποιητικόν καλούμενον Πιστοποιητικόν Ἀσφαλείας Ἐξαρτισμοῦ Φορτηγοῦ πλοίου, θά ἐκδίδεται κατόπιν ἐπιθεωρήσεως, διά πᾶν φορτηγόν πλοῖον τό ὁποῖον πληροῖ τάς σχετικάς ἀπαιτήσεις τῶν Κεφαλαίων II-1, II-2 καί III καί πᾶσαν ἄλλην σχετικήν ἀπαίτησιν τῶν παρόντων Κανονισμῶν.

v) Πιστοποιητικόν καλούμενον Πιστοποιητικόν Ἀσφαλείας Ραδιοτηλεγραφίας Φορτηγοῦ πλοίου, θά ἐκδίδεται κατόπιν ἐπιθεωρήσεως διά πᾶν φορτηγόν πλοῖον, ὅπερ φέρει ραδιοτηλεγραφικάς ἐγκαταστάσεις αἵτινες πληροῦν τάς ἀπαιτήσεις τοῦ Κεφαλαίου IV καί πᾶσαν ἄλλην σχετικήν ἀπαίτησιν τῶν παρόντων Κανονισμῶν.

v) Πιστοποιητικόν καλούμενον Πιστοποιητικόν Ἀσφαλείας Ραδιοτηλεφωνίας Φορτηγοῦ πλοίου, θά ἐκδίδεται κατόπιν ἐπιθεωρήσεως, διά πᾶν φορτηγόν πλοῖον ὅπερ φέρει ραδιοτηλεφωνικήν ἐγκατάστασιν ἥτις πληροῖ τάς ἀπαιτήσεις τοῦ Κεφαλαίου IV καί πᾶσαν ἄλλην σχετικήν ἀπαίτησιν τῶν παρόντων Κανονισμῶν.

vi) Ὅταν χορηγῆται ἐξαίρεσις εἰς πλοῖον δυνάμει καί συμφώνως πρός τάς ἀπαιτήσεις τῶν παρόντων Κανονισμῶν, θά ἐκδίδεται πιστοποιητικόν καλούμενον Πιστοποιητικόν Ἀπαλλαγῆς, ἐπί πλέον τῶν πιστοποιητικῶν τῶν καθοριζομένων εἰς τήν παροῦσαν παράγραφον.

vii) Πιστοποιητικά Ἀσφαλείας Ἐπιβατηγοῦ Πλοίου, Πιστοποιητικά Ἀσφαλείας Κατασκευῆς Φορτηγοῦ Πλοίου, Πιστοποιητικά Ἀσφαλείας Ἐξαρτισμοῦ Φορτηγοῦ Πλοίου, Πιστοποιητικά Ἀσφαλείας Ραδιοτηλεγραφίας Φορτηγοῦ Πλοίου, Πιστοποιητικά Ἀσφαλείας Ραδιοτηλεφωνίας Φορτηγοῦ Πλοίου καί Πιστοποιητικά Ἀπαλλαγῆς θά ἐκδίδωνται εἴτε ὑπό τῆς Ἀρχῆς εἴτε ὑπό προσώπου ἤ Ὀργανισμοῦ δεόντως ὑπ' αὐτῆς ἐξουσιοδοτημένων. Εἰς πᾶσαν περίπτωσιν ἡ Ἀρχή αὕτη ἀναλαμβάνει πᾶσαν εὐθύνην διά τό Πιστοποιητικόν.

(β) Ἀνεξαρτήτως πάσης ἄλλης διατάξεως τῆς παρούσης Συμβάσεως, πᾶν πιστοποιητικόν ἐκδοθέν δυνάμει καί συμφώνως πρός τάς διατάξεις τῆς Διεθνοῦς Συμβάσεως Ἀσφαλείας τῆς Ἀνθρωπίνης Ζωῆς ἐν Θαλάσσῃ τοῦ 1960, ὅπερ εὑρίσκεται ἐν ἰσχύϊ καθ' ὅν χρόνον ἄρχεται ἡ ἰσχύς τῆς παρούσης Συμβάσεως, διά τήν Ἀρχήν ἥτις τό ἐξέδωσε, θά παραμείνῃ ἐν ἰσχύϊ μέχρι λήξεώς του κατά τούς ὅρους τοῦ Κανονισμοῦ 14 τοῦ Κεφαλαίου I τῆς Συμβάσεως ταύτης.

(γ) Συμβαλλόμενον Κράτος δέν θά ἐκδίδῃ Πιστοποιητικά δυνάμει καί συμφώνως πρός τάς ἀπαιτήσεις τῆς Διεθνοῦς Συμβάσεως Ἀσφαλείας τῆς Ἀνθρωπίνης Ζωῆς ἐν Θαλάσσῃ τοῦ 1960, τοῦ 1948 ἤ τοῦ 1929, μετά τήν ἡμερομηνίαν κατά τήν ὁποίαν ἡ ἀποδοχή τῆς παρούσης Συμβάσεως ὑπό τοῦ ἐν λόγῳ Κράτους ἐτέθη ἐν ἰσχύϊ.

Κανονισμός 13

Ἔκδοσις Πιστοποιητικοῦ παρ' ἄλλης Κυβερνήσεως

Συμβαλλόμενον Κράτος, δύναται, αἰτήσει τῆς Ἀρχῆς, νά διατάξῃ τήν ἐπιθεώρησιν πλοίου τινός καί ἐάν πεισθῇ ὅτι πληροῦνται αἱ ἀπαιτήσεις τῶν παρόντων Κανονισμῶν, νά προβῇ εἰς τήν ἔκδοσιν πιστοποιητικῶν διά τό πλοῖον τοῦτο, συμφώνως πρός τούς παρόντας Κανονισμούς. Πᾶν πιστοποιητικόν ἐκδιδόμενον κατά τά ἀνωτέρω δέον ν' ἀναφέρῃ ὅτι ἐξεδόθη τῇ αἰτήσει τῆς Κυβερνήσεως τοῦ Κράτους, εἰς ὅ τό πλοῖον εἶναι νηολογημένον ἤ θά νηολογηθῇ. Τό πιστοποιητικόν τοῦτο θά ἔχῃ τήν αὐτήν ἰσχύν καί ἀναγνώρισιν ἥν καί πιστοποιητικόν ἐκδιδόμενον κατά τόν Κανονισμόν 12 τοῦ παρόντος Κεφαλαίου.

Κανονισμός 14

Διάρκεια Ἰσχύος Πιστοποιητικῶν

(α) Τά πιστοποιητικά, ἐκτός τῶν Πιστοποιητικῶν Ἀσφαλείας Κατασκευῆς Φορτηγοῦ Πλοίου, τῶν Πιστοποιητικῶν Ἀσφαλείας Ἐξαρτισμοῦ Φορτηγοῦ Πλοίου καί τῶν Πιστοποιητικῶν Ἀπαλλαγῆς, θα ἐκδίδωνται διά χρονικήν περίοδον οὐχί μείζονα τῶν 12 μηνῶν. Πιστοποιητικά Ἀσφαλείας Ἐξαρτισμοῦ Φορτηγοῦ πλοίου θά ἐκδίδονται διά χρονικήν περίοδον οὐχί μείζονα τῶν 24 μηνῶν. Τά Πιστοποιητικά Ἀπαλλαγῆς δέν θά ἰσχύουσι διά χρονικήν περίοδον μείζονα τῆς χρονικῆς περιόδου τῶν Πιστοποιητικῶν εἰς τά ὁποῖα ἀναφέρονται.

(β) Ἐάν μία ἐπιθεώρησις λάβῃ χώραν ἐντός δύο μηνῶν πρό τῆς λήξεως τῆς χρονικῆς περιόδου διά τήν ὁποίαν ἐξεδόθη ἀρχικῶς Πιστοποιητικόν Ἀσφαλείας Ρα-

διοτηλεγραφίας Φορτηγοῦ πλοίου ἤ Πιστοποιητικόν 'Ασφαλείας Ραδιοτηλεφωνίας Φορτηγοῦ πλοίου, ἐκδοθέν διά Φορτηγόν Πλοῖον ὁλικῆς χωρητικότητος 300 κόρων καί ἄνω ἀλλά μικροτέρας τῶν 500 κόρων, τό Πιστοποιητικόν τοῦτο δύναται νά ἀκυρωθῇ καί νά ἐκδοθῇ νέον Πιστοποιητικόν τοῦ ὁποίου ἡ ἰσχύς θά λήγῃ 12 μῆνας μετά τό τέλος τῆς περιόδου ταύτης.

(γ) 'Εάν πλοῖον τι κατά τήν λῆξιν τῆς ἰσχύος τοῦ Πιστοποιητικοῦ του δέν εὑρίσκεται εἰς λιμένα τοῦ Κράτους εἰς ὅ εἶναι νηολογημένον, δύναται ἡ ἰσχύς τοῦ Πιστοποιητικοῦ νά παραταθῇ ὑπό τῆς 'Αρχῆς, ἀλλά τοιαύτη παράτασις θά χορηγῆται μόνον πρός τόν σκοπόν ὅπως ἐπιτρέψῃ εἰς τό πλοῖον νά συμπληρώσῃ τόν πλοῦν ἐπιστροφῆς εἰς τό Κράτος, εἰς ὅ εἶναι νηολογημένον ἤ πρόκειται νά ἐπιθεωρηθῇ καί τοῦτο μόνον εἰς ἅς περιπτώσεις κρίνεται πρέπον καί λογικόν νά χορηγηθῇ ἡ παράτασις αὕτη.

(δ) Οὐδενός Πιστοποιητικοῦ ἡ ἰσχύς δύναται νά παραταθῇ πέραν τῶν πέντε μηνῶν, τό δέ πλοῖον εἰς τό ὁποῖον ἐχορηγήθη τοιαύτη παράτασις, ἐπιστρέφον εἰς τό Κράτος εἰς ὅ εἶναι νηολογημένον ἤ εἰς τόν λιμένα εἰς τόν ὁποῖον πρόκειται νά ἐπιθεωρηθῇ, δέν δύναται δυνάμει τῆς παρατάσεως ταύτης νά ἀποπλεύσῃ ἐκ νέου ἐκ τοῦ λιμένος τούτου ἤ ἐκ τῆς χώρας του πρίν ἤ ἐφοδιασθῇ διά νέου Πιστοποιητικοῦ.

(ε) Πιστοποιητικόν μή παραταθέν κατά τάς ἀνωτέρω διατάξεις τοῦ παρόντος Κανονισμοῦ δύναται νά παραταθῇ ὑπό τῆς 'Αρχῆς χαριστικῶς μέχρις ἑνός μηνός ἀπό τῆς ἡμερομηνίας τῆς λήξεως τῆς ἀναγραφομένης ἐν τῷ Πιστοποιητικῷ.

Κανονισμός 15

Τύπος Πιστοποιητικῶν

(α) Πάντα τά Πιστοποιητικά δέον νά εἶναι συντεταγμένα εἰς τήν ἐπίσημον γλῶσσαν ἤ γλώσσας τοῦ Κράτους ὑπό τοῦ ὁποίου ἐκδίδονται.

(β) 'Ο τύπος τῶν Πιστοποιητικῶν δέον νά εἶναι σύμφωνος πρός τά ἐν τῷ Προσαρτήματι τῶν παρόντων Κανονισμῶν παρατιθέμενα ὑποδείγματα. 'Η διάταξις τοῦ ἐντύπου μέρους τῶν ἐκδιδομένων Πιστοποιητικῶν ἤ τῶν κεκυρωμένων ἀντιγράφων τούτων δέον νά εἶναι ἀκριβῶς ὁμοία πρός τήν τῶν προτύπων Πιστοποιητικῶν, αἱ δέ καταχωρούμεναι ἐνδείξεις τόσον εἰς τά ἐκδιδόμενα Πιστοποιητικά, ὅσον καί εἰς τά κεκυρωμένα ἀντίγραφα τούτων, δέον νά ἀναγράφωνται διά λατινικῶν χαρακτήρων καί ἀραβικῶν ἀριθμῶν.

Κανονισμός 16

'Ανάρτησις Πιστοποιητικῶν

Πάντα τά Πιστοποιητικά ἤ ἱ κεκυρωμένα ἀντίγραφα τούτων τά ἐκδιδόμενα κατά τούς παρόντας Κανονισμούς δέον νά ἀναρτῶνται ἐν τῷ πλοίῳ εἰς ἐμφανῆ καί προσιτήν θέσιν.

Κανονισμός 17

Παραδοχή Πιστοποιητικῶν

Πιστοποιητικά ἐκδιδόμενα ὑπό τινος τῶν συμβαλλομένων Κρατῶν θά ἀναγνωρίζωνται ὑπό τῶν λοιπῶν συμβαλλομένων Κρατῶν διά πᾶν ὅ,τι ἀφορᾷ τήν παροῦσαν Σύμβασιν. Ταῦτα δέον νά θεωροῦνται ὑπό τῶν λοιπῶν συμβαλλομένων Κρατῶν ὅτι ἔχουσι τήν αὐτήν ἰσχύν, ἥν καί τά Πιστοποιητικά τά ἐκδιδόμενα παρ' αὐτῶν.

Κανονισμός 18

Παράρτημα Πιστοποιητικοῦ

(α) 'Εάν κατά τήν ἐκτέλεσιν ταξειδίου τινός, πλοῖον τι φέρῃ ἀριθμόν προσώπων μικρότερον τοῦ μεγίστου ἐπιτρεπομένου ἀριθμοῦ ὑπό τοῦ Πιστοποιητικοῦ 'Ασφαλείας 'Επιβατηγοῦ πλοίου, καί ὡς ἐκ τούτου, κατά τάς διατάξεις τῶν παρόντων Κανονισμῶν, τό πλοῖον δύναται νά φέρῃ μικρότερον ἀριθμόν σωσιβίων λέμβων καί λοιπῶν σωστικῶν μέσων, ἀπό τό ἀναγραφόμενον εἰς Πιστοποιητικόν, ἡ Κυβέρνησις, τό πρόσωπον ἤ ὁ 'Οργανισμός περί ὧν οἱ Κανονισμοί 12 καί 13 τοῦ παρόντος Κεφαλαίου, δύνανται νά ἐκδίδωση περί τούτου τροποποιητικόν παράρτημα τοῦ Πιστοποιητικοῦ.

(β) Τό παράρτημα τοῦτο δέον νά ἀναφέρῃ ὅτι ὑπό τάς ὑφισταμένας συνθήκας δέν ὑφίσταται παράβασις τῶν διατάξεων τῶν παρόντων Κανονισμῶν. Τοῦτο ἐπισυνάπτεται εἰς τό Πιστοποιητικόν καί ὑποκαθιστᾷ τοῦτο εἰς ὅ,τι ἀφορᾷ τά σωστικά μέσα, ἰσχύει δέ μόνον διά τό συγκεκριμένον ταξίδιον διά τό ὁποῖον ἐξεδόθη.

Κανονισμός 19

Ἔλεγχος

Πᾶν πλοῖον ἐφωδιασμένον διά Πιστοποιητικοῦ ἐκδοθέντος συμφώνως πρός τόν Κανονισμόν 12 ἤ τόν Κανονισμόν 13 τοῦ παρόντος Κεφαλαίου, ὑπόκειται εἰς ἔλεγχον εἰς τούς λιμένας τῶν λοιπῶν συμβαλλομένων Κρατῶν ὑπό ἐξουσιοδοτημένων πρός τοῦτο ὑπαλλήλων τῶν Κρατῶν τούτων, περιοριζόμενον εἰς τήν ἐξακρίβωσιν ὑπάρξεως ἐπί τοῦ πλοίου Πιστοποιητικοῦ ἐν ἰσχύϊ. Τό Πιστοποιητικόν τοῦτο δέον νά ἀναγνωρίζεται, ἐκτός ἐάν ὑπάρχουσι φανεραί ἐνδείξεις πείθουσαι ὅτι ἡ κατάστασις τοῦ πλοίου ἤ τοῦ ἐξαρτισμοῦ αὐτοῦ δέν ἀνταποκρίνονται οὐσιωδῶς πρός τάς ἐνδείξεις τοῦ Πιστοποιητικοῦ τούτου. 'Εν τῇ περιπτώσει ταύτῃ, ὁ ἐνεργῶν τόν ἔλεγχον ὑπάλληλος ὀφείλει νά λάβῃ τά ἀναγκαῖα μέτρα, ὥστε νά παρεμποδισθῇ ὁ ἀπόπλους τοῦ πλοίου μέχρις ὅτου τοῦτο καταστῇ ἱκανόν νά ἐκτελέσῃ πλοῦν ἄνευ κινδύνου διά τούς ἐπιβάτας ἤ τό πλήρωμα. 'Εάν κατά τήν ἐνέργειαν τοῦ ἐλέγχου τούτου γεννηθῇ ζήτημα οἱασδήποτε παρεμβάσεως, ὁ ἐνεργῶν τόν ἔλεγχον ὑπάλληλος ὑποχρεοῦται νά εἰδοποιῇ τό ταχύτερον ἐγγράφως τόν Πρόξενον τοῦ Κράτους, εἰς ὅ τό πλοῖον εἶναι νηολογημένον, περί ὅλων τῶν συνθηκῶν, ὑφ' ἅς ἡ τοιαύτη παρέμβασις κατέστη ἀναγκαία καί ἐπί πλέον νά ἀναφέρῃ τά περιστατικά εἰς τόν 'Οργανισμόν.

Κανονισμός 20

Προνόμια

Τά ἐκ τῆς Συμβάσεως προνόμια δέν δύνανται νά εἶναι ἀπαιτητά ὑπέρ πλοίου τινός, ἐκτος ἐάν τοῦτο κέκτηται κανονικά καί ἔγκυρα Πιστοποιητικά.

ΜΕΡΟΣ Γ — ΑΤΥΧΗΜΑΤΑ

Κανονισμός 21

'Ατυχήματα

(α) 'Εκάστη 'Αρχή ἀναλαμβάνει τήν ὑποχρέωσιν νά ἐπιλαμβάνεται ἀνακρίσεων ἐπί παντός σοβαροῦ ναυτικοῦ ἀτυχήματος, ἐπισυμβαίνοντος εἰς πλοῖον αὐτῆς, ὅπερ ὑπόκειται εἰς τάς διατάξεις τῆς παρούσης Συμβάσεως, ὅταν αὕτη κρίνῃ ὅτι αἱ ἀνακρίσεις αὗται δύνανται νά συμβάλλωσιν εἰς τόν καθορισμόν τῶν μεταβολῶν ἐκείνων αἰτι-

νες θά ήτο ἐπιθυμητόν νά ἐπενεχθοῦν εἰς τούς παρόντας Κανονισμούς.

(β) Ἕκαστον συμβαλλόμενον Κράτος ἀναλαμβάνει τήν ὑποχρέωσιν νά μεταβιβάζῃ εἰς τόν Ὀργανισμόν πᾶσαν κατάλληλον πληροφορίαν σχετικήν πρός τά συμπεράσματα τῶν ἀνακρίσεων τούτων. Οὐδεμία ἔκθεσις ἤ σύστασις τοῦ Ὀργανισμοῦ βασιζομένη εἰς τάς πληροφορίας ταύτας, θά ἀποκαλύπτῃ τήν ταυτότητα ἤ τήν Ἐθνικότητα τῶν περί ὧν πρόκειται πλοίων, οὐδέ θά καταλογίζῃ ἤ θά ἐπιρρίπτῃ καθ᾿ οἱονδήποτε τρόπον τήν εὐθύνην τοῦ ἀτυχήματος εἰς πλοῖον ἤ πρόσωπόν τι.

ΚΕΦΑΛΑΙΟΝ ΙΙ—1

ΚΑΤΑΣΚΕΥΗ — ΥΠΟΔΙΑΙΡΕΣΙΣ ΚΑΙ ΕΥΣΤΑΘΕΙΑ, ΜΗΧΑΝΟΛΟΓΙΚΑΙ ΚΑΙ ΗΛΕΚΤΡΟΛΟΓΙΚΑΙ ΕΓΚΑΤΑΣΤΑΣΕΙΣ

ΜΕΡΟΣ Α΄ — ΓΕΝΙΚΑ

Κανονισμός 1

Ἐφαρμογή

(α) (ι) Τό παρόν Κεφάλαιον ἐφαρμόζεται ἐπί καινουργῶν πλοίων ἐκτός ἐάν ἄλλως ρητῶς ὁρίζεται

ιι) Ὑπάρχοντα ἐπιβατηγά πλοῖα καί φορτηγά πλοῖα δέον ὅπως συμμορφοῦνται πρός τά ἀκόλουθα·

(1) διά πλοῖα τῶν ὁποίων ἡ τρόπις ἐτέθη κατά ἤ μετά τήν ἡμερομηνίαν θέσεως ἐν ἰσχύϊ τῆς Διεθνοῦς Συμβάσεως περί Ἀσφαλείας τῆς Ἀνθρωπίνης Ζωῆς ἐν Θαλάσσῃ 1960 ἤ κατά τήν ἡμερομηνίαν ταύτην εὑρίσκοντο εἰς παρεμφερές πρός τό ἀνωτέρω στάδιον κατασκευῆς, ἡ Ἀρχή θά ἐξασφαλίζῃ ὅτι αἱ ἀπαιτήσεις αἱ ἐφαρμοζόμεναι συμφώνως πρός τάς διατάξεις τοῦ Κεφαλαίου ΙΙ τῆς Συμβάσεως ἐκείνης διά τά νέα πλοῖα πληροῦνται καθώς αὗται καθορίζονται εἰς ἐκεῖνο τό Κεφάλαιον.

(2) διά πλοῖα τῶν ὁποίων ἡ τρόπις ἐτέθη κατά ἤ μετά τήν ἡμερομηνίαν θέσεως ἐν ἰσχύϊ τῆς Διεθνοῦς Συμβάσεως Περί Ἀσφαλείας τῆς Ἀνθρωπίνης Ζωῆς ἐν Θαλάσσῃ 1948 ἤ κατά τήν ἡμερομηνίαν ταύτην εὑρίσκοντο εἰς παρεμφερές πρός τό ἀνωτέρω στάδιον κατασκευῆς, πάντως πρό τῆς ἡμερομηνίας θέσεως ἐν ἰσχύϊ τῆς Διεθνοῦς Συμβάσεως Περί Ἀσφαλείας τῆς Ἀνθρωπίνης Ζωῆς ἐν Θαλάσσῃ 1960, ἡ Ἀρχή θά ἐξασφαλίζῃ ὅτι αἱ ἀπαιτήσεις αἱ ἐφαρμοζόμεναι συμφώνως πρός τάς διατάξεις τοῦ Κεφαλαίου ΙΙ τῆς Συμβάσεως τοῦ 1948 διά νέα πλοῖα πληροῦνται καθώς αὗται καθορίζονται εἰς ἐκεῖνο τό Κεφάλαιον.

(3) διά πλοῖα τῶν ὁποίων ἡ τρόπις ἐτέθη πρό τῆς ἡμερομηνίας θέσεως ἐν ἰσχύϊ τῆς Διεθνοῦς Συμβάσεως περί Ἀσφαλείας τῆς Ἀνθρωπίνης Ζωῆς ἐν Θαλάσσῃ 1948 ἤ εὑρίσκοντο εἰς παρεμφερές πρός τό ἀνωτέρω στάδιον κατασκευῆς πρό τῆς ἡμερομηνίας ταύτης, ἡ Ἀρχή θά ἐξασφαλίζῃ ὅτι αἱ ἀπαιτήσεις αἱ ἐφαρμοζόμεναι συμφώνως πρός τάς διατάξεις τοῦ Κεφαλαίου ΙΙ τῆς Συμβάσεως ἐκείνης διά τά ὑπάρχοντα πλοῖα πληροῦνται καθώς αὗται καθορίζονται εἰς ἐκεῖνο τό Κεφάλαιον.

(4) ὅσον ἀφορᾷ ἐκείνας τάς ἀπαιτήσεις τοῦ Κεφαλαίου ΙΙ-1 τῆς παρούσης Συμβάσεως αἵτινες δέν περιλαμβάνονται εἰς τό Κεφάλαιον ΙΙ τῶν Συμβάσεων 1948 καί 1960, ἡ Ἀρχή θά ἀποφασίζῃ ποῖαι ἐκ τῶν ἀπαιτήσεων αὐτῶν δέον ὅπως ἐφαρμόζωνται ἐπί ὑπαρχόντων πλοίων ὡς αὗται καθορίζονται εἰς τήν παροῦσαν Σύμβασιν.

ιιι) Πλοῖον ἐπί τοῦ ὁποίου λαμβάνουν χώραν ἐπισκευαί, μετατροπαί, μετασκευαί καί ἐξοπλισμοί σχετικοί πρός τά ἀνωτέρω δέον ὅπως συνεχίσῃ νά συμμορφοῦται τοὐλάχιστον πρός τάς ἀπαιτήσεις ἅτινες ἴσχυον πρό τῆς ἐνάρξεως τῶν ὡς ἄνω ἐργασιῶν. Ὑπάρχον πλοῖον εἰς μίαν τοιαύτην περίπτωσιν, κατά κανόνα, δέον ὅπως μή συμμορφοῦται εἰς μικροτέραν ἔκτασιν, πρός τάς ἀπαιτήσεις διά τά νέα πλοῖα, ἐκείνης ἡ ὁποία ὑφίστατο προγενεστέρως. Ἐπισκευαί,

μετατροπαί καί μετασκευαί μείζονος ἐκτάσεως καί ἐξοπλισμοί σχετικοί πρός τά ἀνωτέρω δέον ὅπως ἐναρμονίζωνται πρός τάς ἀπαιτήσεις διά νέα πλοῖα εἰς τοιαύτην ἔκτασιν οἵαν ἡ 'Αρχή θά κρίνῃ ὡς ἐφαρμόσιμον καί λογικήν.

(β) Διά τούς σκοπούς τοῦ Κεφαλαίου τούτου:

ι) 'Επιβατηγόν πλοῖον θεωρεῖται ὡς νέον, ἐφ' ὅσον ἡ τρόπις αὐτοῦ ἐτέθη κατά ἤ μετά τήν ἡμερομηνίαν θέσεως ἐν ἰσχύϊ τῆς παρούσης Συμβάσεως ἤ κατά τήν ἡμερομηνίαν ταύτην εὑρίσκεται εἰς παρεμφερές πρός τό ἀνωτέρω στάδιον κατασκευῆς ἤ Φορτηγόν πλοῖον, ἐφ' ὅσον ἡ μετασκευή τούτου εἰς ἐπιβατηγόν πλοῖον ἤρξατο κατά ἤ μετά τήν ἡμερομηνίαν ταύτην. Πάντα τά λοιπά ἐπιβατηγά πλοῖα θεωροῦνται ὡς ὑπάρχοντα ἐπιβατηγά πλοῖα.

ιι) Φορτηγόν πλοῖον θεωρεῖται ὡς νέον, ἐφ' ὅσον ἡ τρόπις αὐτοῦ ἐτέθη κατά ἤ μετά τήν ἡμερομηνίαν τῆς θέσεως ἐν ἰσχύϊ τῆς παρούσης Συμβάσεως ἤ κατά τήν ἡμερομηνίαν ταύτην εὑρίσκεται εἰς παρεμφερές πρός τό ἀνωτέρω στάδιον κατασκευῆς.

(γ) 'Η 'Αρχή, ἐφ' ὅσον ἤθελε κρίνει ὅτι αἱ συνθῆκαι ἀσφαλείας καί αἱ γενικώτεραι συνθῆκαι τοῦ ταξιδίου εἶναι τοιαῦται, ὥστε νά καθιστοῦν τήν ἐφαρμογήν εἰδικῶν τινῶν διατάξεων τοῦ Κεφαλαίου τούτου ἄσκοπον ἤ μή ἀναγκαίαν, δύναται νά ἐξαιρέσῃ τῆς ἐφαρμογῆς τούτων συγκεκριμένα πλοῖα ἤ κατηγορίας πλοίων ἀνηκόντων εἰς τήν χώραν της, ἐφ' ὅσον ταῦτα δέν ἀπομακρύνονται κατά τόν πλοῦν πλέον τῶν 20 μιλίων ἀπό τῆς πλησιεστέρας ξηρᾶς.

(δ) Εἰς τήν περίπτωσιν ἐπιβατηγοῦ πλοίου τό ὁποῖον δύναται δυνάμει τῆς παραγράφου (γ) τοῦ Κανονισμοῦ 27 τοῦ Κεφαλαίου III νά φέρῃ ἀριθμόν πρωσώπων μείζονα τῆς προβλεπομένης χωρητικότητος τῶν σωσιβίων λέμβων αὐτοῦ, τοῦτο ὑποχρεοῦται νά συμμορφοῦται πρός τούς εἰδικούς κανόνας ὑποδιαιρέσεως, περί ὧν ἡ παράγραφος (ε) τοῦ Κανονισμοῦ 5 τοῦ Κεφαλαίου τούτου καί πρός τάς εἰδικάς διατάξεις σχετικάς πρός τήν διαχωρητότητα περί ὧν ἡ παράγραφος (δ) τοῦ Κανονισμοῦ 4 τοῦ Κεφαλαίου τούτου, ἐκτός ἐάν ἡ 'Αρχή, λαμβάνουσα ὑπ' ὄψιν τήν φύσιν καί τάς συνθήκας τοῦ ταξιδίου, θεωρήσῃ ἐπαρκῆ τήν ἐφαρμογήν τῶν ἄλλων διατάξεων τῶν Κανονισμῶν τοῦ παρόντος Κεφαλαίου καί τοῦ Κεφαλαίου II-2 τῆς παρούσης Συμβάσεως.

(ε) Εἰς τήν περίπτωσιν ἐπιβατηγῶν πλοίων χρησιμοποιουμένων εἰς εἰδικά ταξίδια διά τήν μεταφοράν μεγάλων ἀριθμῶν ἐπιβατῶν εἰδικῶν ταξιδίων, ὡς λ.χ. ταξίδια προσκυνητῶν, ἡ 'Αρχή, ἐάν κρίνῃ ὅτι εἶναι πρακτικῶς ἀδύνατον νά ἐπιβάλῃ συμμόρφωσιν πρός τάς ἀπαιτήσεις τοῦ παρόντος Κεφαλαίου, δύναται νά ἐξαιρέσῃ τά πλοῖα ταῦτα, ὅταν ἀνήκουσιν εἰς τήν χώραν της ἐκ τῶν ἀπαιτήσεων ἐκείνων, ἐάν συμμορφοῦνται πλήρως πρός τάς διατάξεις:

(ι) τῶν προσηρτημένων εἰς τήν Συμφωνίαν τοῦ 1971 Κανόνων 'Επιβατηγῶν Πλοίων Εἰδικῶν Μεταφορῶν, καί

(ιι) τῶν προσηρτημένων εἰς τό Πρωτόκολλον τοῦ 1973, Κανόνων Περί 'Απαιτήσεων χώρων, δι' ἐπιβατηγά Πλοῖα Εἰδικῶν Μεταφορῶν, ὅτε τοῦτο θά τεθῇ ἐν ἰσχύϊ.

Κανονισμός 2

'Ορισμοί

'Εκτός ἐάν ἄλλως ρητῶς προβλέπεται διά τήν ἐφαρμογήν τοῦ παρόντος Κεφαλαίου:

(α) (ι) Ἔμφορτος ἴσαλος γραμμή ὑποδιαιρέσεως εἶναι ἡ ἴσαλος γραμμή ἡ λαμβανομένη ὑπ' ὄψιν κατά τόν προσδιορισμόν τῆς ὑποδιαιρέσεως τοῦ πλοίου.

(ιι) 'Η ἀνωτάτη ἔμφορτος ἴσαλος γραμμή ὑποδιαιρέσεως εἶναι ἡ ἴσαλος ἡ ἀντιστοιχοῦσα εἰς τό μέγιστον βύθισμα τό ἐπιτρεπόμενον ὑπό τῶν ἐφαρμοζομένων κανόνων ὑποδιαιρέσεως.

(β) Τό μῆκος τοῦ πλοίου εἶναι τό μῆκος τό μετρούμενον μεταξύ τῶν ὀρθίων τῶν λαμβανομένων εἰς τά ἄκρα τῆς ἀνωτάτης ἐμφόρτου ἰσάλου γραμμῆς ὑποδιαιρέσεως.

(γ) Τό πλάτος τοῦ πλοίου εἶναι τό μέγιστον πλάτος ἔξωθι τῶν νομέων, μετρούμενον ἐπί ἤ κάτωθεν τῆς ἀνωτάτης ἐμφόρτου ἰσάλου γραμμῆς ὑποδιαιρέσεως.

(δ) Τό βύθισμα εἶναι ἡ κατακόρυφος ἀπόστασις εἰς τό μέσον τοῦ πλοίου, μετρουμένη ἀπό τῆς ἄνω ὄψεως τῆς τρόπιδος μέχρι τῆς ἐμφόρτου ἰσάλου γραμμῆς ὑποδιαιρέσεως.

(ε) Τό κατάστρωμα στεγανῶν διαφραγμάτων εἶναι τό ἀνώτατον κατάστρωμα μέχρι τοῦ ὁποίου ἐξικνοῦνται τά ἐγκάρσια στεγανά διαφράγματα.

(στ) 'Η γραμμή ὁρίου βυθίσεως εἶναι μία γραμμή χαρασσομένη τουλάχιστον 76 χιλιοστόμετρα (ἤ 3 δακτύλους) κάτωθι τῆς ἄνω ἐπιφανείας τοῦ καταστρώματος στεγανῶν εἰς τήν πλευράν τοῦ πλοίου.

(ζ) 'Η διαχωρητότης ἑνός χώρου εἶναι τό ποσοστόν ἐπί τοῖς ἑκατόν τοῦ χώρου τούτου, ὅπερ δύναται νά πληρωθῇ δι' ὕδατος. 'Ο ὄγκος ἑνός χώρου, ὅστις ἐκτείνεται ἄνωθεν τῆς γραμμῆς ὁρίου βυθίσεως, θά μετρᾶται μόνον μέχρι τοῦ ὕψους τῆς γραμμῆς ταύτης.

(η) 'Ως χῶρος μηχανῶν λαμβάνεται ὁ ἐκτεινόμενος ἀπό τῆς ἄνω ὄψεως τῆς τρόπιδος μέχρι τῆς γραμμῆς ὁρίου βυθίσεως καί μεταξύ τῶν κυρίων ἐγκαρσίων στεγανῶν διαφραγμάτων ἅτινα ὁρίζουσι τούς χώρους τούς καταλαμβανομένους ὑπό τῶν κυρίων καί βοηθητικῶν μηχανῶν προώσεως, τῶν λεβήτων τῶν χρησιμοποιουμένων διά τήν πρόωσιν καί τῶν μονίμων γαιανθρακαποθηκῶν.

Εἰς περίπτωσιν ἀσυνήθους διατάξεως τῶν χώρων, ἡ 'Αρχή δύναται νά καθορίζῃ τά ὅρια τῶν χώρων μηχανῶν.

(θ) Χῶροι ἐπιβατῶν εἶναι οἱ χῶροι οἵτινες προορίζονται διά τήν ἐνδιαίτησιν καί χρῆσιν τῶν ἐπιβατῶν, ἐξαιρουμένων τῶν χώρων ἀποσκευῶν, ἀποθηκῶν, τροφαποθηκῶν καί χώρων ταχυδρομείου. Διά τήν ἐφαρμογήν τῶν Κανονισμῶν 4 καί 5, χῶροι εὑρισκόμενοι κάτωθεν τῆς γραμμῆς ὁρίου βυθίσεως καί προοριζόμενοι διά τήν ἐνδιαίτησιν καί χρῆσιν τοῦ πληρώματος λογίζονται ὡς χῶροι ἐπιβατῶν.

(ι) Εἰς πάσας τάς περιπτώσεις οἱ ὄγκοι καί αἱ ἐπιφάνειαι θά ὑπολογίζωνται μέχρι τῶν ἐξωτερικῶν τῶν νομέων καί ζυγῶν γραμμῶν τοῦ σκάφους.

ΜΕΡΟΣ Β' - ΥΠΟΔΙΑΙΡΕΣΙΣ ΚΑΙ ΕΥΣΤΑΘΕΙΑ*

(Τό Μέρος Β' ἐφαρμόζεται μόνον ἐπί ἐπιβατηγῶν πλοίων ἐξαιρέσει τοῦ Κανονισμοῦ 19, ὅστις ἐφαρμόζεται καί ἐπί φορτηγῶν πλοίων)

Κανονισμός 3

Κατακλύσιμον Μῆκος

(α) Τό κατακλύσιμον μῆκος εἰς πᾶν σημεῖον τοῦ μήκους τοῦ πλοίου θέλει

* 'Αντί τῶν ἀπαιτήσεων τοῦ παρόντος Μέρους οἱ Κανονισμοί ὑποδιαιρέσεως καί εὐσταθείας ἐπιβατηγῶν πλοίων οἱ υἱοθετηθέντες ὑπό τοῦ 'Οργανισμοῦ διά τῆς 'Αποφάσεως Α. 265 (VIII) ὡς 'Ισοδύναμον τοῦ Μέρους Β' τοῦ Κεφαλαίου II τῆς Διεθνοῦς Συμβάσεως περί 'Ασφαλείας τῆς 'Ανθρωπίνης Ζωῆς ἐν Θαλάσσῃ 1960, δύνανται νά χρησιμοποιοῦνται ἐφ' ὅσον ἐφαρμόζωνται πλήρως.

ὑπολογίζεται διά μεθόδου ὑπολογισμοῦ, ἥτις λαμβάνει ὑπ' ὄψιν τό σχῆμα, τό βύθισμα καί ἄλλα χαρακτηριστικά τοῦ πλοίου.

(β) Εἰς πλοῖον μετά συνεχοῦς καταστρώματος στεγανῶν διαφραγμάτων, τό κατακλύσιμον μῆκος εἰς δεδομένον σημεῖον εἶναι τό μέγιστον τμῆμα τοῦ μήκους τοῦ πλοίου, ὅπερ, ἔχον ὡς κέντρον τό ἐν λόγῳ σημεῖον, δύναται νά κατακλυσθῇ ὑπό τάς ὑπό τοῦ Κανονισμοῦ 4 τοῦ Κεφαλαίου τούτου καθοριζομένας προϋποθέσεις, χωρίς τό πλοῖον νά βυθισθῇ πέραν τῆς γραμμῆς ὁρίου βυθίσεως.

(γ) ι) Ἐπί πλοίου μή ἔχοντος συνεχές κατάστρωμα στεγανῶν διαφραγμάτων, τό κατακλύσιμον μῆκος εἰς οἱονδήποτε σημεῖον δύναται νά προσδιορισθῇ δι' ὑποθετικῆς γραμμῆς ὁρίου βυθίσεως, ἥτις εἰς οὐδέν σημεῖον εἶναι χαμηλότερον τῶν 76 χιλιοστομέτρων (ἤ 3 δακτύλων) κάτωθεν τῆς ὡς ἄνω ἐπιφανείας τοῦ καταστρώματος εἰς τήν πλευράν μέχρι τοῦ ὁποίου τά ἐν λόγῳ στεγανά διαφράγματα καί τό ἐξωτερικόν περίβλημα διατηροῦνται στεγανά.

(ιι) Ὅταν τμῆμα τῆς ὑποθετικῆς γραμμῆς ὁρίου βυθίσεως εἶναι αἰσθητῶς κάτωθεν τοῦ καταστρώματος μέχρι τοῦ ὁποίου ἐκτείνονται τά στεγανά διαφράγματα, ἡ Ἀρχή δύναται νά ἐπιτρέψῃ περιωρισμένην μείωσιν τῆς στεγανότητος τῶν τμημάτων ἐκείνων τῶν διαφραγμάτων, ἅτινα κεῖνται ἄνωθεν τῆς γραμμῆς ὁρίου βυθίσεως καί ἀμέσως κάτωθεν τοῦ ἀνωτέρου καταστρώματος.

Κανονισμός 4
Διαχωρητότης

(α) Αἱ ἐν τῷ Κανονισμῷ 3 τοῦ παρόντος Κεφαλαίου ἀναφερόμεναι ὡρισμέναι προϋποθέσεις ἀφορῶσι τάς διαχωρητότητας τῶν χώρων τῶν κάτωθι τῆς γραμμῆς ὁρίου βυθίσεως.

Κατά τόν προσδιορισμόν τοῦ κατακλυσίμου μήκους, δέον νά λαμβάνηται μία μέση ὁμοιόμορφος διαχωρητότης καθ' ὅλον τό μῆκος ἑκάστου τῶν ἀκολούθων τριῶν τμημάτων τοῦ πλοίου κάτωθεν τῆς γραμμῆς ὁρίου βυθίσεως.

ι) Τοῦ χώρου μηχανῶν ὡς οὗτος ὡρίσθη εἰς τόν Κανονισμόν 2 τοῦ Κεφαλαίου τούτου.

ιι) Τοῦ τμήματος πρώραθεν τοῦ χώρου μηχανῶν.

ιιι) Τοῦ τμήματος πρύμνηθεν τοῦ χώρου μηχανῶν.

(β) (ι) Ἡ μέση ὁμοιόμορφος διαχωρητότης καθ' ὅλην τήν ἔκτασιν τοῦ χώρου μηχανῶν δέον νά ὑπολογίζεται διά τοῦ τύπου:

$$85 + 10 \left(\frac{a - c}{v}\right)$$

ἔνθα:

α = Ὄγκος τῶν χώρων ἐπιβατῶν, ὡς ὁρίζονται εἰς τόν Κανονισμόν 2 τοῦ Κεφαλαίου τούτου, τῶν εὑρισκομένων κάτωθεν τῆς γραμμῆς ὁρίου βυθίσεως καί ἐντός τῶν ὁρίων τοῦ χώρου μηχανῶν.

c = Ὄγκος τῶν χώρων τῶν ὑποφραγμάτων κάτωθεν τῆς γραμμῆς ὁρίου βυθίσεως καί ἐντός τῶν ὁρίων τοῦ χώρου μηχανῶν, οἵτινες διατίθενται διά φορτίον, γαιάνθρακας ἤ ὑλικά.

v = Ὁλοκληρος ὁ ὄγκος τοῦ χώρου μηχανῶν κάτωθεν τῆς γραμμῆς ὁρίου βυθίσεως.

ιι) Ὅταν ἡ Ἀρχή πεισθῇ ὅτι ἡ μέση διαχωρητότης ὡς αὕτη προσδιωρίσθη διά λεπτομεροῦς ὑπολογισμοῦ, εἶναι μικροτέρα τῆς διά τοῦ τύπου διδομένης, τότε δύναται νά γίνῃ χρῆσις τῆς ὑπολογισθείσης διά λεπτομεροῦς ὑπολογισμοῦ. Διά τόν ὑπολογισμόν τοῦτον αἱ διαχωρητότητες τῶν χώρων ἐπιβατῶν, ὡς καθορίζονται ἐν τῷ Κανονισμῷ 2 τοῦ Κεφαλαίου τούτου, θά λαμβάνωνται ὡς 95, αἱ τῶν χώρων φορτίου, γαιανθράκων καί ἀποθηκῶν θά λαμβάνωνται ὡς 60, αἱ δέ τῶν διπυθμένων δεξαμενῶν πετρελαίου καυσίμου καί λοιπῶν δεξαμενῶν θά ὁρίζωνται δι' ἑκάστην περίπτωσιν ὡς ἤθελεν ἐγκρίνει ἡ Ἀρχή.

(γ) Ἐκτός τῶν περιπτώσεων τῶν προβλεπομένων ὑπό τῆς παραγράφου (δ) τοῦ παρόντος Κανονισμοῦ, ἡ ὁμοιόμορφος μέση διαχωρητότης ἐφ' ὅλου τοῦ τμήματος τοῦ πλοίου, τοῦ εὑρισκομένου πρώραθεν (ἤ πρύμνηθεν) τοῦ χώρου μηχανῶν, θά προσδιορίζηται διά τοῦ τύπου:

$$63 + 35 \frac{a}{v}$$

ἔνθα:

α = Ὄγκος χώρων ἐπιβατῶν, ὡς ὁρίζεται εἰς τόν Κανονισμόν 2 τοῦ παρόντος Κεφαλαίου, τῶν εὑρισκομένων κάτωθεν τῆς γραμμῆς ὁρίου βυθίσεως πρώραθεν (ἤ πρύμνηθεν) τοῦ χώρου μηχανῶν, καί

v = Ὁλόκληρος ὁ ὄγκος τοῦ τμήματος τοῦ πλοίου κάτωθεν τῆς γραμμῆς ὁρίου βυθίσεως πρώραθεν (ἤ πρύμνηθεν) τοῦ χώρου μηχανῶν.

(δ) Προκειμένου περί πλοίου, εἰς ὅ ἐπιτρέπεται, κατά τήν παράγραφον (γ) τοῦ Κανονισμοῦ 27 τοῦ Κεφαλαίου III, νά μεταφέρῃ ἀριθμόν ἐπιβατῶν ἀνώτερον τῆς χωρητικότητος τῶν σωσσιβίων λέμβων του καί ὅπερ ὀφείλει, δυνάμει τῆς παραγράφου (δ) τοῦ Κανονισμοῦ I τοῦ παρόντος Κεφαλαίου, νά συμμορφοῦται πρός εἰδικάς διατάξεις, ἡ ὁμοιόμορφος μέση διαχωρητότης ἐφ' ὅλων τῶν τμημάτων τοῦ πλοίου πρώραθεν (ἤ πρύμνηθεν) τοῦ χώρου μηχανῶν θά προσδιορίζηται διά τοῦ τύπου:

$$95 - 35 \frac{\beta}{v}$$

ἔνθα:

β = Ὁ ὄγκος τῶν χώρων κάτωθι τῆς γραμμῆς ὁρίου βυθίσεως καί ἄνωθεν τῆς ἄνω ὄψεως τῶν ἑδρῶν, τοῦ ἐσωτερικοῦ πυθμένος ἤ τῶν ἀκραίων δεξαμενῶν ζυγοσταθμίσεως (peak tanks), ἀναλόγως τῆς περιπτώσεως, οἵτινες διατίθενται καί χρησιμοποιοῦνται ὡς χῶροι φορτίου, γαιανθρακαποθῆκαι ἤ δεξαμεναί καυσίμου πετρελαίου, ἀποθῆκαι, ἀποθῆκαι ἀποσκευῶν, ταχυδρομικῶν σάκκων, φρεάτια ἁλύσεων καί δεξαμεναί γλυκέος ὕδατος πρώραθεν (ἤ πρύμνηθεν) τοῦ χώρου μηχανῶν, καί

v = Ὁλόκληρος ὁ ὄγκος τοῦ τμήματος τοῦ πλοίου κάτωθεν τῆς γραμμῆς ὁρίου βυθίσεως πρώραθεν (ἤ πρύμνηθεν) τοῦ χώρου μηχανῶν. Εἰς περιπτώσεις πλοίων χρησιμοποιουμένων εἰς μεταφοράς, καθ' ἅς τά κύτη φορτίου δέν καταλαμβάνονται γενικῶς ὑπό σημαντικῶν ποσοτήτων φορτίου, οὐδέν τμῆμα τῶν χώρων φορτίου θά συμπεριλαμβάνεται κατά τόν ὑπολογισμόν τοῦ (β).

(ε) Εἰς περίπτωσιν καθ' ἥν ἡ διαρρύθμισις τοῦ πλοίου εἶναι ἀσυνήθης, ἡ Ἀρχή δύναται νά ἐπιτρέψῃ ἤ νά ζητήσῃ λεπτομερῆ ὑπολογισμόν τῆς μέσης διαχωρητότητος διά τά τμήματα πρώραθεν ἤ πρύμνηθεν τῶν χώρων μηχανῶν. Διά τόν ὑπολογισμόν τοῦ-

τον ἡ διαχωρητότης τῶν χώρων ἐπιβατῶν, ὡς ὁρίζονται ἐν τῷ Κανονισμῷ 2 τοῦ παρόντος Κεφαλαίου, θά λαμβάνηται ὡς 95, ἡ τῶν χώρων τῶν περιεχόντων τάς μηχανάς ὡς 85, ἡ ὅλων τῶν χώρων φορτίου, γαιανθράκων καί ἀποθηκῶν ὡς 60, ἡ δέ τῶν διπυθμένων, τῶν δεξαμενῶν πετρελαίου καυσίμου καί λοιπῶν δεξαμενῶν θά ὁρίζεται εἰς ἀριθμόν ὅστις θά τυγχάνῃ τῆς ἐγκρίσεως τῆς 'Αρχῆς εἰς ἑκάστην περίπτωσιν.

(στ) 'Εάν ὑπόφραγμά τι εὑρισκόμενον μεταξύ δύο ἐγκαρσίων στεγανῶν ἤ κυρίων διαφραγμάτων περιλαμβάνῃ χῶρον τινά ἐπιβατῶν ἤ πληρώματος, ὁλόκληρον τό ὑπόφραγμα τοῦτο θά λογίζεται ὡς χῶρος ἐπιβατῶν, πλήν παντός χώρου τελείως περιφραγμένου διά μονίμων χαλυβδίνων διαφραγμάτων καί προοριζομένου δι' ἄλλους σκοπούς. ἐάν, ἐν τούτοις, ὁ χῶρος ἐπιβατῶν ἤ πληρώματος εἶναι τελείως περιφραγμένος διά μονίμων χαλυβδίνων διαφραγμάτων, μόνον ὁ οὕτω περιφραγμένος χῶρος δέον νά λογίζεται ὡς χῶρος ἐπιβατῶν.

Κανονισμός 5

'Επιτρεπόμενον μῆκος διαμερισμάτων

(α) Τά πλοῖα δέον νά εἶναι ὅσον τό δυνατόν ἱκανοποιητικῶς ὑποδιῃρημένα, λαμβανομένης ὑπ' ὄψιν τῆς φύσεως τῆς ὑπηρεσίας δι' ἥν προορίζονται. Ὁ βαθμός ὑποδιαιρέσεως θά ποικίλῃ ἀναλόγως τοῦ μήκους τοῦ πλοίου καί τῆς ὑπηρεσίας δι' ἥν προορίζεται καί εἰς τοιοῦτον τρόπον ὥστε ὁ ἀνώτατος βαθμός ὑποδιαιρέσεως νά ἀνταποκρίνεται πρός τά πλοῖα μεγίστου μήκους, χρησιμοποιούμενα κυρίως διά μεταφοράς ἐπιβατῶν.

(β) *Συντελεστής ὑποδιαιρέσεως.* Τό μέγιστον ἐπιτρεπόμενον μῆκος διαμερίσματός τινος, ἔχοντος τό κέντρον αὐτοῦ εἰς οἱονδήποτε σημεῖον τοῦ μήκους τοῦ πλοίου, εὑρίσκεται ἐκ τοῦ κατακλυσίμου μήκους πολλαπλασιαζομένου ἐπί συντελεστήν τινα καλούμενον «συντελεστήν ὑποδιαιρέσεως». 'Ο συντελεστής ὑποδιαιρέσεως ἐξαρτᾶται ἐκ τοῦ μήκους τοῦ πλοίου καί δι' ἕν δεδομένον μῆκος μεταβάλλεται ἀναλόγως τῆς φύσεως τῆς ὑπηρεσίας δι' ἥν τό πλοῖον προορίζεται. 'Ο συντελεστής οὗτος βαίνει μειούμενος προοδευτικῶς καί κατά τρόπον συνεχῆ:

ι) Σύν τῇ αὐξήσει τοῦ μήκους τοῦ πλοίου, καί

ιι) ἀπό ἑνός συντελεστοῦ A, ἐφαρμοζομένου ἐπί πλοίων πρωτίστως προοριζομένων διά μεταφοράς φορτίων, εἰς συντελεστήν B ἐφαρμοζόμενον ἐπί πλοίων πρωτίστως προοριζομένων διά μεταφοράς ἐπιβατῶν.

Αἱ μεταβολαί τῶν συντελεστῶν A καί B ἐκφράζονται διά τῶν κατωτέρω τύπων (I) καί (II), ἔνθα L εἶναι τό μῆκος τοῦ πλοίου, ὡς τοῦτο ὁρίζεται ἐν τῷ Κανονισμῷ 2 τοῦ παρόντος Κεφαλαίου.

L εἰς μέτρα

$$A = \frac{58{,}2}{L - 60} + 0{,}18 \text{ (L = 131 μέτρα καί ἄνω)} \qquad \text{(I)}$$

L εἰς πόδας

$$A = \frac{190}{L - 198} + 0{,}18 \text{ (L = 430 πόδες καί ἄνω)}$$

L εἰς μέτρα

$$B = \frac{30{,}3}{L - 42} + 0{,}18 \text{ (L = 79 μέτρα καί ἄνω)} \qquad \text{(II)}$$

L εἰς πόδας

$$B = \frac{100}{L - 138} + 0{,}18 \text{ (L = 260 πόδες καί ἄνω)}$$

(γ) *Κριτήριον ὑπηρεσίας.* Δι' ἕν πλοῖον δεδομένου μήκους, ὁ ἁρμόζων συντελεστής ὑποδιαιρέσεως προσδιορίζεται τῇ βοηθείᾳ Δείκτου Κριτηρίου 'Υπηρεσίας (ἐφεξῆς καλουμένου Δείκτου Κριτηρίου) συμφώνως πρός τούς κάτωθι τύπους (III) καί (IV), ἔνθα:

C_s = Δείκτης Κριτηρίου.
L = Τό μῆκος τοῦ πλοίου, ὡς ὁρίζεται ἐν τῷ Κανονισμῷ 2 τοῦ παρόντος Κεφαλαίου.
M = 'Ο ὄγκος τοῦ χώρου μηχανῶν, ὡς ὁρίζεται ἐν τῷ Κανονισμῷ 2 τοῦ παρόντος Κεφαλαίου, σύν τῇ προσθήκῃ τοῦ ὄγκου ὅλων τῶν μονίμων δεξαμενῶν καυσίμου πετρελαίου τῶν ὑπαρχουσῶν ἄνωθεν τοῦ ἐσωτερικοῦ πυθμένος καί πρώραθεν ἤ πρύμνηθεν τοῦ χώρου μηχανῶν.
P = 'Ολόκληρος ὁ ὄγκος τῶν χώρων ἐπιβατῶν κάτωθι τῆς γραμμῆς ὁρίου βυθίσεως, ὡς ὁρίζεται ἐν τῷ Κανονισμῷ 2 τοῦ παρόντος Κεφαλαίου.
V = 'Ο ὅλος ὄγκος τοῦ πλοίου κάτωθι τῆς γραμμῆς ὁρίου βυθίσεως.
P_1 = Τό γινόμενον KN ἔνθα:
N = 'Ο ἀριθμός ἐπιβατῶν, δι' ὅν πρόκειται τό πλοῖον νά λάβῃ πιστοποιητικόν, καί
K ἔχει τάς ἑξῆς τιμάς:

	Τιμή K
Μῆκος εἰς μέτρα καί ὄγκοι εἰς κυβικά μέτρα	0,056 L
Μῆκος εἰς πόδας καί ὄγκοι εἰς κυβικούς πόδας	0,6 L

'Εάν τό γινόμενον τοῦ KN εἶναι μεγαλύτερον τοῦ ἀθροίσματος P καί τοῦ ὅλου ὄγκου τῶν πραγματικῶν χώρων ἐπιβατῶν, τῶν ἄνωθεν τῆς γραμμῆς ὁρίου βυθίσεως, ὡς τιμή διά τό P_1 νά ληφθῇ τό ἀνωτέρω ἄθροισμα ἤ τά 2/3 KN, οἱονδήποτε ἐκ τῶν δύο εἶναι τό μεγαλύτερον.

"Οταν τό P_1 εἶναι μεγαλύτερον τοῦ P

$$C_s = 72\frac{M + 2P_1}{V + P_1 - P} \qquad \text{(III)}$$

καί εἰς τάς λοιπάς περιπτώσεις

$$C_s = 72\frac{M + 2P}{V} \qquad \text{(IV)}$$

Διά πλοῖα μή ἔχοντα συνεχές κατάστρωμα στεγανῶν διαφραγμάτων, οἱ ὄγκοι λαμβάνονται μέχρι τῶν γραμμῶν ὁρίου βυθίσεως, αἵτινες ἐλήφθησαν ὑπ' ὄψιν κατά τόν προσδιορισμόν τῶν κατακλυσίμων μηκῶν.

(δ) *Κανόνες ὑποδιαιρέσεως πλοίων μή ὑπαγομένων εἰς τήν παράγραφον (ε) τοῦ παρόντος Κανονισμοῦ.*

(ι) 'Η ὑποδιαίρεσις πρύμνηθεν τοῦ διαφράγματος συγκρούσεως τῶν πλοίων μήκους 131 μέτρων (ἤ 430 ποδῶν) καί ἄνω, τῶν ἐχόντων δείκτην κριτηρίου 23 ἤ μικρότερον, δέον νά προσδιορίζεται ἐπί τῇ βάσει τοῦ συντελεστοῦ A τοῦ διδομένου διά τοῦ τύπου (I), τῶν ἐχόντων δείκτην κριτηρίου 123 καί ἄνω ἐπί τῇ βάσει τοῦ συντελεστοῦ B τοῦ διδομένου διά τοῦ τύπου (II) καί τῶν ἐχόντων δείκτην κριτηρίου μεταξύ 23 καί 123 ἐπί τῇ βάσει τοῦ συντελεστοῦ F

εὑρισκομένου διά γραμμικῆς παρεμβολῆς μεταξύ τῶν συντελεστῶν A καί B, τῇ βοηθείᾳ τοῦ τύπου:

$$F = A - \frac{(A - B)(C_s - 23)}{100} \quad \ldots\ldots (V)$$

Οὐχ ἧττον, ὅταν ὁ δείκτης κριτηρίου εἶναι ἴσος ἤ μεγαλύτερος τοῦ 45, συγχρόνως δέ, ὁ συντελεστής ὑποδιαιρέσεως ὅστις δίδεται ὑπό τοῦ τύπου (V) εἶναι μικρότερος ἤ ἴσος τοῦ 0,65, ἀλλά μεγαλύτερος τοῦ 0,5, ἡ ὑποδιαίρεσις τοῦ πλοίου πρύμνηθεν τοῦ διαφράγματος συγκρούσεως θά προσδιορίζεται μέ συντελεστήν ὑποδιαιρέσεως 0,5. Ἐάν ὁ συντελεστής F εἶναι κατώτερος τοῦ 0,40 καί ἡ Ἀρχή πεισθῇ ὅτι εἶναι πρακτικῶς ἀδύνατον νά ἐφαρμοσθῇ ὁ συντελεστής F διά διαμέρισμα τοῦ χώρου μηχανῶν τοῦ πλοίου, ἡ ὑποδιαίρεσις τοῦ διαμερίσματος τούτου δύναται νά προσδιορισθῇ ἐπί τῇ βάσει ἐπηυξημένου συντελεστοῦ, ὅστις ὅμως δέον νά μή εἶναι μεγαλύτερος τοῦ 0,40.

(ιι) Ἡ ὑποδιαίρεσις πρύμνηθεν τοῦ διαφράγματος συγκρούσεως πλοίων μήκους μικροτέρου τῶν 131 μέτρων (ἤ 430 ποδῶν), ἀλλ᾽ οὐχί μικροτέρου τῶν 79 μέτρων (ἤ 260 ποδῶν) ἐχόντων δείκτην κριτηρίου ἴσον πρός S, ἔνθα:

$$S = \frac{3.574 - 25L}{13} \text{ (L εἰς μέτρα)} = \frac{9.382 - 20L}{34} \text{ (L εἰς πόδας)}$$

δέον νά προσδιορίζηται ἐπί τῇ βάσει συντελεστοῦ ἴσου πρός τήν μονάδα, τῶν ἐχόντων δείκτην κριτηρίου 123 καί ἄνω ἐπί τῇ βάσει τοῦ συντελεστοῦ B διδομένου διά τοῦ τύπου (II), τῶν δέ ἐχόντων δείκτην κριτηρίου μεταξύ S καί 123 ἐπί τῇ βάσει τοῦ συντελεστοῦ F εὑρισκομένου διά γραμμικῆς παρεμβολῆς μεταξύ τῆς μονάδος καί τοῦ συντελεστοῦ B, χρησιμοποιουμένου τοῦ τύπου:

$$F = 1 - \frac{(1 - B)(C_s - S)}{123 - S} \quad \ldots\ldots (VI)$$

(ιιι) Ἡ ὑποδιαίρεσις πρύμνηθεν τοῦ διαφράγματος συγκρούσεως πλοίων μήκους μικροτέρου τῶν 131 μέτρων (ἤ 430 ποδῶν) ἀλλ᾽ οὐχί μικροτέρου τῶν 79 μέτρων (ἤ 260 ποδῶν), ἐχόντων δείκτην κριτηρίου κατώτερον τοῦ S, ὡς καί ὅλων τῶν πλοίων μήκους μικροτέρου τῶν 79 μέτρων (ἤ 260 ποδῶν), δέον νά προσδιορίζηται ἐπί τῇ βάσει συντελεστοῦ ἴσου πρός τήν μονάδα, ἐκτός ἐάν ἡ Ἀρχή, εἰς τήν μίαν ἤ τήν ἄλλην περίπτωσιν, πεισθῇ ὅτι εἶναι πρακτικῶς ἀδύνατον νά τηρηθῇ ὁ συντελεστής οὗτος εἰς ἕν οἱονδήποτε μέρος τοῦ πλοίου, ὁπότε ἡ Ἀρχή δύναται νά ἐπιτρέψῃ παρέκκλισίν τινα, ἐφ᾽ ὅσον ἡ παρέκκλισις αὕτη δικαιολογεῖται ὑπό τῶν περιστάσεων.

(ιν) Αἱ διατάξεις τοῦ ἐδαφίου (III) τῆς παρούσης παραγράφου θά ἐφαρμόζωνται ἐπίσης ἐπί πλοίων οἱουδήποτε μήκους, ἅτινα πρόκειται νά λάβουν πιστοποιητικόν διά τήν μεταφοράν ἀριθμοῦ ἐπιβατῶν ὑπερβαίνοντος τούς 12, ἀλλά μή ὑπερβαίνοντος τόν μικρότερον ἐκ τῶν δύο ἑξῆς ἀριθμῶν:

$$\frac{L^2}{650} \text{ (L εἰς μέτρα)} = \frac{L^2}{7000} \text{ (L εἰς πόδας)}$$ ἤ 50 οἱοσδήποτε εἶναι ὁ μικρότερος.

Εἰδικοί κανόνες ὑποδιαιρέσεως πλοίων εἰς ἅ ἐπιτρέπεται, δυνάμει τῆς παραγράφου (γ) τοῦ Κανονισμοῦ 27 τοῦ Κεφαλαίου III νά μεταφέρωσιν ἀριθμόν προσώπων ἀνώτερον τῆς διατιθεμένης χωρητικότητος τῶν σωσιβίων λέμβων, καί ὑποχρέων, δυνάμει τῆς παραγράφου (δ) τοῦ Κανονισμοῦ 1 τοῦ παρόντος Κεφαλαίου, νά συμμορφοῦνται πρός εἰδικάς διατάξεις:

(ι) (1) Διά πλοῖα χρησιμοποιούμενα κυρίως εἰς μεταφοράς ἐπιβατῶν, ἡ ὑποδιαίρεσις πρύμνηθεν τοῦ διαφράγματος συγκρούσεως, δέον νά προσδιορίζεται διά τοῦ συντελεστοῦ 0,50 ἤ διά τοῦ συντελεστοῦ τοῦ προσδιοριζομένου συμφώνως πρός τάς παραγράφους (γ) καί (δ) τοῦ παρόντος Κανονισμοῦ, ἐφ᾽ ὅσον εἶναι κατώτερος τοῦ 0,50.

(2) Διά πλοῖα, ὡς τά ἀνωτέρω, μήκους μικροτέρου τῶν 91,5 μέτρων (ἤ 300 ποδῶν), ἐάν ἡ Ἀρχή πεισθῇ ὅτι εἶναι πρακτικῶς ἀδύνατον νά τηρηθῇ ὁ τοιοῦτος συντελεστής εἰς ἕν διαμέρισμα, δύναται νά ἐπιτρέψῃ ὅπως τό μῆκος τοῦ διαμερίσματος τούτου ὑπολογισθῇ ἐπί τῇ βάσει μεγαλυτέρου συντελεστοῦ, ὑπό τόν ὅρον ὅπως ὁ χρησιμοποιούμενος συντελεστής εἶναι ὁ μικρότερος ἀπό ὅ,τι πρακτικῶς καί λογικῶς ἐπιτρέπουν αἱ περιστάσεις.

(ιι) Ἐάν εἰς περίπτωσιν οἱουδήποτε πλοίου μήκους μικροτέρου ἤ οὐχί τῶν 91,5 μέτρων (ἤ 300 ποδῶν), ἡ ἀνάγκη μεταφορᾶς σημαντικῶν ποσοτήτων φορτίου καθιστᾷ πρακτικῶς ἀδύνατον τόν ὑπολογισμόν τῆς ὑποδιαιρέσεως πρύμνηθεν τοῦ διαφράγματος συγκρούσεως ἐπί τῇ βάσει συντελεστοῦ μή ὑπερβαίνοντος τό 0,50, ὁ ἐφαρμοστέος βαθμός ὑποδιαιρέσεως θά ὑπολογισθῇ συμφώνως πρός τάς ἑπομένας ὑποπαραγράφους (1) ἕως (5), ὑπό τόν ὅρον ὅτι, ὅπου ἡ Ἀρχή ἤθελε πεισθῇ ὅτι ἡ ἐμμονή ἐπί τῆς αὐστηρᾶς ἐφαρμογῆς ἀπό οἱασδήποτε ἀπόψεως εἶναι ἀδικαιολόγητος, δύναται νά ἐπιτρέψῃ πᾶσαν ἄλλην διάταξιν τῶν στεγανῶν διαφραγμάτων δικαιολογουμένην ἐκ τῶν ἰδιοτήτων της, ἀλλά μή μειοῦσαν τήν γενικήν ἀποτελεσματικότητα τῆς ὑποδιαιρέσεως.

(1) Αἱ διατάξεις τῆς παραγράφου (γ) τοῦ παρόντος Κανονισμοῦ αἱ σχετικαί πρός τόν δείκτην κριτηρίου, δέον νά ἐφαρμόζωνται μέ τήν ἐξαίρεσιν ὅτι κατά τόν ὑπολογισμόν τῆς τιμῆς τοῦ P_1, τό K δέον νά ἔχῃ, διά τούς ἐπιβάτας μετά κλίνης, τήν μεγαλυτέραν ἐκ τῶν δύο ἑπομένων τιμῶν, δηλαδή εἴτε τήν καθοριζομένην τιμήν ἐν τῇ παραγράφῳ (γ) τοῦ παρόντος Κανονισμοῦ ἤ 3,55 κυβικά μέτρα (ἤ 125 κυβικούς πόδας), διά δέ τούς ἄνευ κλίνης ἐπιβάτας τό K δέον νά ἔχῃ τήν τιμήν τῶν 3,55 κυβικῶν μέτρων (ἤ 125 κυβικῶν ποδῶν).

(2) Ὁ συντελεστής B ἐν παραγράφῳ (β) τοῦ παρόντος Κανονισμοῦ, δέον νά ἀντικαθίσταται διά τοῦ συντελεστοῦ BB προκύπτοντος διά τοῦ ἑπομένου τύπου:

L εἰς μέτρα

$$BB = \frac{17{,}6}{L - 33} + 0{,}20 \text{ (L = 55 καί ἄνω)}$$

L εἰς πόδας

$$BB = \frac{57{,}6}{L - 108} + 0{,}20 \text{ (L = 180 καί ἄνω)}$$

(3) Ἡ ὑποδιαίρεσις πρύμνηθεν τοῦ διαφράγματος συγκρούσεως πλοίων μήκους 131 μέτρων (ἤ 430 ποδῶν) καί ἄνω τῶν ἐχόντων δείκτην κριτηρίου 23 ἤ ὀλιγώτερον, θά προσδιορίζεται ἐπί τῇ βάσει τοῦ συντελεστοῦ A τοῦ διδομένου διά τοῦ τύπου (I) ἐν παραγράφῳ (β) τοῦ παρόντος Κανονισμοῦ, τῶν ἐχόντων δείκτην κριτηρίου 123 καί ἄνω ἐπί τῇ βάσει τοῦ συντελεστοῦ BB τοῦ διδομένου διά τοῦ τύπου τοῦ ἐδαφίου (II)(2) τῆς παρούσης παραγράφου καί τῶν ἐχόντων δείκτην κριτηρίου μεταξύ 23 καί 123, ἐπί τῇ βάσει τοῦ συντελεστοῦ F τοῦ εὑρισκομένου διά γραμμικῆς παρεμβολῆς μεταξύ τῶν συντελεστῶν A καί BB τῇ βοηθείᾳ τοῦ κάτωθι τύπου:

$$F = A - \frac{(A - BB)(C_s - 23)}{100}$$

ὑπό τήν ἐπιφύλαξιν ὅτι ἐάν ὁ οὕτω εὑρισκόμενος συντελεστής F εἶναι

κετώτερος τοῦ 0,50 ὁ χρησιμοποιηθησόμενος συντελεστής θά εἶναι ὁ μικρότερος τῶν δύο ἀριθμῶν, δηλαδή εἴτε ὁ 0,50 ἤ ὁ συντελεστής ὁ ὑπολογισθείς συμφώνως πρός τάς διατάξεις τῆς ὑποπαραγράφου (δ)(Ι) τοῦ παρόντος Κανονισμοῦ.

(4) 'Η ὑποδιαίρεσις πρύμνηθεν τοῦ διαφράγματος συγκρούσεως πλοίων μήκους μικροτέρου τῶν 131 μέτρων (ἤ 430 ποδῶν) ἀλλ' οὐχί μικροτέρου τῶν 55 μέτρων (ἤ 180 ποδῶν) τῶν ἐχόντων δείκτην κριτηρίου ἴσον πρός τό S^1 ἔνθα:

$$S^1 = \frac{3{,}712 - 25L}{19} \quad (L \text{ εἰς μέτρα})$$

$$S^1 = \frac{1{,}950 - 4L}{10} \quad (L \text{ εἰς πόδας})$$

θά προσδιορίζεται ἐπί τῇ βάσει συντελεστοῦ ἴσου πρός τήν μονάδα, τῶν ἐχόντων δείκτην κριτηρίου 123 καί ἄνω ἐπί τῇ βάσει τοῦ συντελεστοῦ ΒΒ διδομένου διά τοῦ τύπου τοῦ ἐδαφίου (ΙΙ) (2) τῆς παρούσης παραγράφου, τῶν δέ ἐχόντων δείκτην κριτηρίου μεταξύ S_1 καί 123 ἐπί τῇ βάσει τοῦ συντελεστοῦ F εὑρισκομένου διά γραμμικῆς παρεμβολῆς μεταξύ τῆς μονάδος καί τοῦ συντελεστοῦ ΒΒ τῇ βοηθείᾳ τοῦ τύπου:

$$F = I - \frac{(I - BB)(Cs - S^1)}{123 - S^1}$$

ὑπό τήν ἐπιφύλαξι ὅτι εἰς ἑκάστην τῶν δύο τελευταίων περιπτώσεων, ἐάν ὁ οὕτω εὑρεθησόμενος συντελεστής εἶναι κατώτερος τοῦ 0,50, ἡ ὑποδιαίρεσις δύναται νά προσδιορισθῇ διά συντελεστοῦ μή ὑπερβαίνοντος τό 0,50.

(5) 'Η ὑποδιαίρεσις πρύμνηθεν τοῦ διαφράγματος συγκρούσεως πλοίων μήκους μικροτέρου τῶν 131 μέτρων (ἤ 430 ποδῶν) ἀλλ' οὐχί μικροτέρου τῶν 55 μέτρων (ἤ τῶν 180 ποδῶν) ἐχόντων δείκτην κριτηρίου κατώτερον τοῦ S_1 καί ὅλων τῶν πλοίων μήκους μικροτέρου τῶν 55 μέτρων (ἤ τῶν 180 ποδῶν) θά προσδιορίζεται ἐπί τῇ βάσει συντελεστοῦ ἴσου πρός τήν μονάδα, ἐκτός ἐάν ἡ 'Αρχή ἤθελε πεισθῇ ὅτι εἶναι πρακτικῶς ἀδύνατον νά ἐφαρμοσθῇ ὁ συντελεστής οὗτος εἰς ὡρισμένα διαμερίσματα, ὁπότε αὕτη δύναται νά ἐπιτρέψῃ παρέκκλισίν τινα, ἐν σχέσει μέ τά διαμερίσματα ταῦτα, ἐφ' ὅσον ἡ παρέκκλισις αὕτη δικαιολογεῖται ὑπό τῶν περιστάσεων, ἀλλ' ὑπό τόν ὅρον ὅπως τό ἀκρότατον πρός πρύμνην διαμέρισμα καί ὅσον τό δυνατόν περισσότερα πρωραῖα διαμερίσματα (μεταξύ τοῦ διαφράγματος συγκρούσεως καί τοῦ πρυμναίου ἄκρου τῶν χώρων μηχανῶν) δέν θά ἔχωσι μῆκος ὑπερβαῖνον τό κατακλύσιμον μῆκος.

Κανονισμός 6

Εἰδικοί κανόνες ἀφορῶντες τήν ὑποδιαίρεσιν.

(α) "Οταν εἰς ἕν ἤ πλείονα τμήματα τοῦ πλοίου, τά στεγανά διαφράγματα ἐξικνοῦνται μέχρις ἑνός ὑψηλοτέρου καταστρώματος ἤ εἰς τό ὑπόλοιπον τμῆμα τοῦ πλοίου καί εἶναι ἐπιθυμητόν ὅπως προκύψῃ ὠφέλεια ἐκ τῆς εἰς ὕψος ἐπεκτάσεως ταύτης τῶν διαφραγμάτων, δύναται κατά τόν ὑπολογισμόν τοῦ κατακλυσίμου μήκους, νά γίνῃ χρῆσις κεχωρισμένων γραμμῶν ὁρίου βυθίσεως δι' ἕκαστον τῶν τμημάτων τούτων τοῦ πλοίου, ὑπό τόν ὅρον ὅπως:

(ι) Αἱ πλευραί τοῦ πλοίου ἐπεκτείνωνται καθ' ὅλον τό μῆκος τοῦ πλοίου μέχρι τοῦ καταστρώματος τοῦ ἀντιστοιχοῦντος εἰς τήν ἀνωτέραν γραμμήν ὁρίου βυθίσεως καί ὅλα τά ἀνοίγματα ἐπί τοῦ ἐξωτερικοῦ περιβλήματος τά εὑρισκόμενα κάτωθι τοῦ καταστρώματος τούτου καθ' ὅλον τό μῆκος τοῦ πλοίου, θεωρηθῶσιν ὅτι εὑρίσκονται ἐν τῇ ἐννοίᾳ τοῦ Κανονισμοῦ 14 τοῦ Κεφαλαίου τούτου, κάτωθι τῆς γραμμῆς ὁρίου βυθίσεως, καί

(ιι) Τά δύο διαμερίσματα τά παρακείμενα εἰς τήν βαθμίδα τοῦ καταστρώματος στεγανῶν διαφραγμάτων εἶναι ἕκαστον ἐντός τῶν ὁρίων τοῦ ἐπιτρεπομένου μήκους τοῦ ἀνταποκρινομένου εἰς τάς ἀντιστοίχους των γραμμάς ὁρίου βυθίσεως καί ἐπιπροσθέτως τό συνδεδυασμένον μῆκος των μή ὑπερβαίνῃ τό διπλάσιον τοῦ ἐπιτρεπομένου μήκους, ὑπολογιζομένου ἐπί τῆς κατωτέρας γραμμῆς ὁρίου βυθίσεως.

(β) (ι) Διαμέρισμά τι δύναται νά ὑπερβαίνῃ τό ἐπιτρεπόμενον μῆκος τό ὁριζόμενον ὑπό τῶν διατάξεων τοῦ Κανονισμοῦ 5 τοῦ παρόντος Κεφαλαίου, ὑπό τόν ὅρον ὅτι τό συνδεδυασμένον μῆκος ἑκάστου ζεύγους παρακειμένων διαμερισμάτων πρός τά ὁποῖα τό ἐν λόγῳ διαμέρισμα εἶναι κοινόν, δέν ὑπερβαίνει τό κατακλύσιμον μῆκος ἤ τό διπλάσιον τοῦ ἐπιτρεπομένου μήκους, οἱονδήποτε ἐκ τῶν δύο εἶναι τό μικρότερον.

(ιι) 'Εάν τό ἕν ἐκ τῶν δύο παρακειμένων διαμερισμάτων εὑρίσκεται ἐντός τοῦ χώρου μηχανῶν καί τό ἕτερον εὑρίσκεται ἐκτός τοῦ χώρου μηχανῶν, ἡ δέ μέση διαχωρητότης τοῦ τμήματος τοῦ πλοίου ἐν ᾧ εὑρίσκεται τό δεύτερον διαφέρει τῆς τοῦ χώρου μηχανῶν, τό συνδεδυασμένον μῆκος τῶν δύο διαμερισμάτων δέον νά διορθοῦται, λαμβανομένης ὡς βάσεως τῆς μέσης τιμῆς τῶν διαχωρητοτήτων τῶν δύο τμημάτων τοῦ πλοίου ἐντός τῶν ὁποίων κεῖνται τά δύο διαμερίσματα.

(ιιι) "Οταν τά δύο παρακείμενα διαμερίσματα ἔχωσι διαφόρους συντελεστάς ὑποδιαιρέσεως, τό συνδεδυασμένον μῆκος τῶν δύο διαμερισμάτων προσδιορίζεται κατ' ἀναλογίαν.

(γ) Εἰς πλοῖα μήκους 100 μέτρων (ἤ 330 ποδῶν) καί ἄνω, ἕν τῶν κυρίων ἐγκαρσίων διαφραγμάτων πρύμνηθεν τοῦ διαφράγματος συγκρούσεως, δέον νά τοποθετῆται εἰς ἀπόστασιν ἀπό τῆς πρωραίας ὀρθίας μή ὑπερβαίνουσαν τό ἐπιτρεπόμενον μῆκος.

(δ) Κύριον ἐγκάρσιον διάφραγμα δύναται νά ἔχει ἐσοχήν, ὑπό τόν ὅρον ὅπως, πάντα τά τμήματα τῆς ἐσοχῆς εὑρίσκωνται ἐσωτερικῶς κατακορύφων ἐπιφανειῶν εἰς ἀμφοτέρας τάς πλευράς τοῦ πλοίου, εὑρισκομένων εἰς ἀπόστασιν ἀπό τῶν ἐλασμάτων τοῦ περιβλήματος ἴσην πρός τό ἕν πέμπτον τοῦ πλάτους τοῦ πλοίου, ὡς τοῦτο ὁρίζεται ἐν τῷ Κανονισμῷ 2 τοῦ παρόντος Κεφαλαίου καί μετρουμένη καθέτως πρός τόν ἄξονα τοῦ πλοίου εἰς τό ὕψος τῆς ἀνωτάτης ἐμφόρτου ἰσάλου γραμμῆς τῆς ὑποδιαιρέσεως.

(ε) Κύριον ἐγκάρσιον διάφραγμα δύναται νά σχηματίζῃ βαθμίδα, ἐάν πληροῖ ἕνα τῶν ἀκολούθων ὅρων:

(ι) Τό συνδεδυασμένον μῆκος τῶν δύο διαμερισμάτων τῶν χωριζομένων ὑπό τοῦ ἐν προκειμένῳ διαφράγματος, μή ὑπερβαίνῃ τά 90 τοῖς ἑκατόν τοῦ κατακλυσίμου μήκους ἤ τό διπλάσιον τοῦ ἐπιτρεπομένου μήκους, ἐκτός ἐάν, προκειμένου περί πλοίων ἐχόντων συντελεστήν ὑποδιαιρέσεως ἀνώτερον τοῦ 0,9 τό συνδεδυασμένον μῆκος τῶν δύο ἐν προκειμένῳ διαμερισμάτων, δέν ὑπερβαίνει τό ἐπιτρεπόμενον μῆκος.

(ιι) 'Υπάρχει πρόσθετος ὑποδιαίρεσις παρά τήν βαθμίδα, εἰς τρόπον ὥστε νά τηρῆται ὁ αὐτός βαθμός ἀσφαλείας, οἷος θά ὑπῆρχε μετά ἐπιπέδου διαφράγματος.

(ιιι) Τό διαμέρισμα, ἄνωθεν τοῦ ὁποίου ἐκτείνεται ἡ βαθμίς, μή ὑπερβαίνῃ τό ἐπιτρεπόμενον μῆκος τό ἀντιστοιχοῦν πρός μίαν γραμμήν ὁρίου βυθίσεως λαμβανομένην 76 χιλιοστόμετρα (ἤ 3 δακτύλους) κάτωθι τῆς βαθμίδος.

(στ) Ὅταν κύριον ἐγκάρσιον διάφραγμα παρουσιάζῃ ἐσοχήν ἤ σχηματίζῃ βαθμίδα, δέον διά τόν ὑπολογισμόν τῆς ὑποδιαιρέσεως, νά λαμβάνηται ὑπ' ὄψιν ἕν ἰσοδύναμον ἐπίπεδον διάφραγμα.

(ζ) Ἐάν ἡ ἀπόστασις μεταξύ δύο παρακειμένων κυρίων ἐγκαρσίων διαφραγμάτων ἤ τῶν ἰσοδυνάμων πρός αὐτά ἐπιπέδων διαφραγμάτων, ἤ ἡ ἀπόστασις μεταξύ τῶν ἐγκαρσίων ἐπιπέδων τῶν διερχομένων διά τῶν πλησιεστέρων σημείων τῶν βαθμίδων τῶν διαφραγμάτων εἶναι μικροτέρα τῶν 3,05 μέτρων (ἤ 10 ποδῶν) σύν 3 τοῖς ἑκατόν τοῦ μήκους τοῦ πλοίου, ἤ τῶν 10,67 μέτρων (ἤ 35 ποδῶν), οἱονδήποτε εἶναι τό μικρότερον, τότε μόνον ἕν ἐκ τῶν διαφραγμάτων τούτων θά λογίζεται ὡς ἀποτελοῦν μέρος τῆς ὑποδιαιρέσεως τοῦ πλοίου, συμφώνως πρός τούς ὁρισμούς τοῦ Κανονισμοῦ 5 τοῦ παρόντος Κεφαλαίου.

(η) Ὅταν κύριον ἐγκάρσιον στεγανόν διάφραγμα περιέχῃ τοπικήν ὑποδιαίρεσιν καί ἡ Ἀρχή πεισθῇ ὅτι, μετά βλάβην τῆς πλευρᾶς τοῦ πλοίου, λαμβανομένην καθ' ὑπόθεσιν καί ἐκτεινομένην ἐπί μήκους 3,05 μέτρων (ἤ 10 ποδῶν) σύν 3 τοῖς ἑκατόν τοῦ μήκους τοῦ πλοίου ἤ 10,67 μέτρων (ἤ 35 ποδῶν) οἱονδήποτε εἶναι τό μικρότερον, ὁλόκληρος ὁ ὄγκος τοῦ κυρίου διαμερίσματος δέν θέλει κατακλυσθῇ, δύναται νά ἐπιτρέψῃ ἀνάλογον ἐπαύξησιν τοῦ ἐπιτρεπομένου μήκους, ὅπερ θά ἀπῃτεῖτο ἄλλως διά τό ἐν λόγῳ διαμέρισμα. Ἐν τοιαύτῃ περιπτώσει ὁ ὄγκος τῆς ἐφεδρικῆς ἀντώσεως, ὁ λαμβανόμενος ἐπί τῆς μή βεβλαμμένης πλευρᾶς, δέν δύναται νά εἶναι μεγαλύτερος τοῦ ὄγκου τοῦ λαμβανομένου ἐπί τῆς βεβλαμμένης τοιαύτης.

(θ) Ὅταν ὁ ἀπαιτούμενος συντελεστής ὑποδιαιρέσεως εἶναι 0,50 ἤ μικρότερος, τό συνδεδυασμένον μῆκος δύο παρακειμένων διαμερισμάτων δέον νά μή ὑπερβαίνῃ τό κατακλύσιμον μῆκος.

Κανονισμός 7

Εὐστάθεια πλοίων ἐν περιπτώσει βλάβης

(α) Δέον νά προβλεφθῇ ἐπαρκής εὐστάθεια διά τό πλοῖον εἰς τήν ἄθικτον κατάστασιν, ὥστε δι' ὅλας τάς συνθήκας ὑπηρεσίας του νά δύναται νά ἀντιμετωπίζῃ τό τελικόν στάδιον κατακλύσεως οἱουδήποτε κυρίου διαμερίσματος τοῦ ὁποίου τό μῆκος ἀπαιτεῖται νά εἶναι ἐντός τοῦ κατακλυσίμου μήκους.

Ὅταν δύο παρακείμενα κύρια διαμερίσματα χωρίζωνται διά διαφράγματος μετά βαθμίδος, συμφώνως πρός τάς διατάξεις τοῦ ἐδαφίου (ε)(ι) τοῦ Κανονισμοῦ 6 τοῦ παρόντος Κεφαλαίου, ἡ εὐστάθεια εἰς τήν ἄθικτον κατάστασιν δέον νά εἶναι τοιαύτη, ὥστε νά δύναται νά ἀνθέξῃ τήν κατάκλυσιν τῶν δύο τούτων παρακειμένων κυρίων διαμερισμάτων.

Ὅταν ὁ ἀπαιτούμενος συντελεστής στεγανῆς ὑποδιαιρέσεως εἶναι 0,50 ἤ μικρότερος, ἀλλά μεγαλύτερος τοῦ 0,33, ἡ εὐστάθεια εἰς τήν ἄθικτον κατάστασιν δέον νά εἶναι τοιαύτη ὥστε νά δύναται νά ἀνθέξῃ τήν κατάκλυσιν δύο οἱωνδήποτε παρακειμένων κυρίων διαμερισμάτων.

Ὅταν ὁ ἀπαιτούμενος συντελεστής ὑποδιαιρέσεως εἶναι 0,33 ἤ μικρότερος, ἡ εὐστάθεια εἰς τήν ἄθικτον κατάστασιν δέον νά εἶναι τοιαύτη ὥστε νά δύναται νά ἀνθέξῃ τήν κατάκλυσιν τριῶν οἱωνδήποτε παρακειμένων κυρίων διαμερισμάτων.

(β) (ι) Αἱ ἀπαιτήσεις τῆς παραγράφου (α) τοῦ παρόντος Κανονισμοῦ θά προσδιορίζωνται δι' ὑπολογισμῶν συμφώνως πρός τάς ἑπομένας παραγράφους (γ), (δ) καί (στ) τοῦ παρόντος Κανονισμοῦ, οἵτινες ὑπολογισμοί λαμβάνουσιν ὑπ' ὄψιν τάς ἀναλογίας καί τά χαρακτηριστικά τοῦ σχεδίου τοῦ πλοίου, ὡς καί τήν διάταξιν καί διαμόρφωσιν τῶν ὑποστάντων βλάβην διαμερισμάτων. Κατά τήν ἐκτέλεσιν τῶν ὑπολογισμῶν τούτων, τό πλοῖον δέον νά θεωρῆται ὅτι εὑρίσκεται ὑπό τάς χειρίστας προσδοκωμένας συνθήκας ὑπηρεσίας ἀπό ἀπόψεως εὐσταθείας.

(ιι) Ὅταν προτίθενται νά ἐγκατασταθοῦν καταστρώματα, ἐσωτερικά περιβλήματα, ἤ διαμήκη διαφράγματα ἐπαρκοῦς στεγανότητος πρός τόν σκοπόν νά περιορίζωσι σημαντικῶς τήν εἰσροήν ὕδατος, ἡ Ἀρχή δέον νά πείθηται ὅτι κατά τούς ὑπολογισμούς ἐλήφθησαν ἐπαρκῶς ὑπ' ὄψιν οἱ τοιοῦτοι περιορισμοί.

(ιιι) Εἰς περίπτωσιν κατά τήν ὁποίαν ἡ Ἀρχή ἔχει ἀμφιβολίας ὡς πρός τήν ἔκτασιν, ἤτοι τό ὅριον τῆς εὐσταθείας κατόπιν βλάβης, δύναται νά ζητήσῃ τήν ἔρευναν ὡς πρός τό σημεῖον τοῦτο.

(γ) Διά τόν ὑπολογισμόν τῆς εὐσταθείας ἐν περιπτώσει βλάβης, αἱ διαχωρητότητες ὄγκου καί ἐπιφανείας δέον νά εἶναι γενικῶς αἱ ἑξῆς:

Χῶροι	Διαχωρητότης
Προοριζόμενοι διά φορτίον, γαιάνθρακα ἤ ἀποθήκας ἐφοδίων.	60
Καταλαμβανόμενοι ὑπό ἐνδιαιτημάτων	95
Καταλαμβανόμενοι ὑπό μηχανῶν	85
Προοριζόμενοι δι' ὑγρά	0 ἤ 95*

Μεγαλύτεραι διαχωρητότητες ἐπιφανείας δέον νά λαμβάνωνται διά τούς χώρους ἐκείνους οἵτινες εἶναι εἰς τήν περιοχήν τῆς ἐπιφανείας τοῦ ὕδατος μετά τήν ζημίαν, καί δέν περιέχουσι σημαντικόν ἀριθμόν ἐνδιαιτημάτων ἤ μηχανῶν, καθώς καί χῶροι οἵτινες δέν καταλαμβάνονται γενικῶς ὑπό σημαντικῆς ποσότητος φορτίου ἤ ἐφοδίων.

(δ) Ἡ ὑποτιθεμένη ἔκτασις ζημίας δέον νά εἶναι ὡς ἑξῆς:

(ι) Διαμήκης ἔκτασις: 3,05 μέτρα (ἤ 10 πόδες) σύν 3 τοῖς ἑκατόν τοῦ μήκους τοῦ πλοίου ἤ 10,67 μέτρα (ἤ 35 πόδες), οἱαδήποτε ἐκ τῶν δύο εἶναι ἡ μικροτέρα. Ὅταν ὁ ἀπαιτούμενος συντελεστής ὑποδιαιρέσεως εἶναι 0,33 ἤ μικρότερος, ἡ ὑποτιθεμένη διαμήκης ἔκτασις τῆς ζημίας θά αὐξάνεται ὅσον ἀπαιτεῖται, εἰς τρόπον ὥστε νά περιλάβῃ δύο συνεχόμενα κύρια ἐγκάρσια στεγανά διαφράγματα.

(ιι) Ἐγκαρσία ἔκτασις (μετρουμένη ἐκ τοῦ ἐσωτερικοῦ τῆς πλευρᾶς τοῦ πλοίου κατ' ὀρθάς γωνίας πρός τήν μέσην γραμμήν εἰς τό ὕψος τῆς ἀνωτάτης ἐμφόρτου ἰσάλου γραμμῆς τῆς ὑποδιαιρέσεως): Ἡ ἀπόστασις τοῦ ἑνός πέμπτου τοῦ πλάτους τοῦ πλοίου, ὡς τοῦτο καθορίζεται ἐν τῷ Κανονισμῷ 2 τοῦ παρόντος Κεφαλαίου, καί

(ιιι) Κάθετος ἔκτασις: ἀπό τῆς ἄνω ἀκμῆς τῆς τρόπιδος πρός τά ἄνω ἀπεριορίστως.

(IV) Ἐάν βλάβη μικροτέρας ἐκτάσεως τῆς ἀναφερομένης εἰς τά προηγούμενα ἐδάφια (ι), (ιι) καί (ιιι) τῆς παρούσης παραγράφου (δ) ἤθελε συντελέσει εἰς τήν

* Οἱοσδήποτε ἐκ τῶν δύο ἀριθμῶν ἀνταποκρίνεται πρός τάς πλέον αὐστηράς ἀπαιτήσεις

δημιουργίαν σοβαροτέρων συνθηκῶν ἀπό ἀπόψεως πλευρικῆς κλίσεως ἤ μειώσεως τοῦ μετακεντρικοῦ ὕψους, ἡ τοιαύτη βλάβη δέον νά ληφθῇ ὑπ' ὄψιν κατά τούς ὑπολογισμούς.

(ε) 'Η ἀσύμμετρος κατάκλισις δέον νά μειοῦται εἰς τό ἐλάχιστον δι' ἱκανοποιητικῶν διατάξεων. Ὅταν ἀπαιτῆται ἡ διόρθωσις μεγάλων γωνιῶν ἐγκαρσίας κλίσεως, τά χρησιμοποιούμενα μέσα διά τήν ἐπαναφοράν δέον νά εἶναι αὐτόματα, ἐφ' ὅσον τοῦτο εἶναι πρακτικῶς δυνατόν. Εἰς πάσας ὅμως τάς περιπτώσεις ὅπου προβλέπονται χειριστήρια τῶν ἐξαρτημάτων διά τήν ἀντίρροπον κατάκλυσιν, ταῦτα θά χειρίζωνται ἄνωθεν τοῦ καταστρώματος τῶν στεγανῶν διαφραγμάτων. Τά ἐξαρτήματα ταῦτα ὁμοῦ μέ τά χειριστήρια αὐτῶν δέον νά εἶναι παραδεκτά ὑπό τῆς 'Αρχῆς, ὁμοίως καί ἡ μεγίστη κλίσις τοῦ πλοίου πρό τῆς χρησιμοποιήσεως τῶν μέσων ἐπαναφορᾶς. Ὅταν ἀπαιτοῦνται ἐξαρτήματα διά τήν ἀντίρροπον κατάκλυσιν, ὁ χρόνος ἐπαναφορᾶς δέον νά μή ὑπερβαίνῃ τά 15 *πρῶτα λεπτά*. Κατάλληλοι ὁδηγίαι σχετικῶς μέ τήν χρῆσιν τῶν ἐξαρτημάτων ἀντιρρόπου κατακλύσεως δέον νά χορηγοῦνται εἰς τόν πλοίαρχον τοῦ πλοίου.*

(στ) 'Η τελική κατάστασις τοῦ πλοίου μετά τήν βλάβην καί εἰς τήν περίπτωσιν ἀσυμμέτρου κατακλύσεως μετά τήν λῆψιν τῶν μέτρων ἐπαναφορᾶς, δέον νά πληροῖ τούς ἀκολούθους ὅρους:

(ι) Εἰς τήν περίπτωσιν συμμετρικῆς κατακλύσεως, τό ἀπομένον μετακεντρικόν ὕψος νά εἶναι θετικόν καί τοὐλάχιστον ἴσον πρός 0,05 μέτρα (ἤ 2 δακτύλους). Τοῦτο θά ὑπολογίζεται διά τῆς μεθόδου σταθεροῦ ἐκτοπίσματος.

(ιι) Εἰς τήν περίπτωσιν ἀσυμμέτρου κατακλύσεως, ἡ ὁλική κλίσις δέον νά μή ὑπερβαίνῃ τάς ἑπτά μοίρας, πλήν εἰδικῶν περιπτώσεων, δι' ἅς ἡ 'Αρχή δύναται νά ἐπιτρέψῃ ἐπιπρόσθετον κλίσιν προκύπτουσαν ἐκ τῆς ἀσυμμέτρου κατακλύσεως, ἐν οὐδεμιᾷ ὅμως περιπτώσει ἡ τελική κλίσις δύναται νά ὑπερβαίνῃ τάς δέκα πέντε μοίρας.

(ιιι) Εἰς οὐδεμίαν περίπτωσιν ἡ γραμμή ὁρίου βυθίσεως δύναται νά βυθισθῇ κατά τό τελικόν στάδιον κατακλύσεως. 'Εάν θεωρηθῇ ὅτι ἡ γραμμή ὁρίου βυθίσεως εἶναι δυνατόν νά βυθισθῇ κατ' ἐνδιάμεσον στάδιον κατακλύσεως, ἡ 'Αρχή δύναται νά ἀπαιτήσῃ ὅπως γίνουν ὅλαι αἱ σχετικαί ἔρευναι καί αἱ διατάξεις, ἅς αὕτη κρίνει ἀναγκαίας διά τήν ἀσφάλειαν τοῦ πλοίου.

(ζ) 'Ο πλοίαρχος τοῦ πλοίου δέον νά ἐφοδιάζηται μέ τά ἀναγκαῖα δεδομένα, ἵνα ἐξασφαλίζῃ κατά τάς συνθήκας ὑπηρεσίας ἐπαρκῆ εὐστάθειαν εἰς τήν ἄθικτον κατάστασιν, οὕτως ὥστε τό πλοῖον νά δύναται νά ἀνθέξῃ εἰς περίπτωσιν σοβαρᾶς ζημίας. Προκειμένου περί πλοίων ἐφωδιασμένων διά διατάξεως πρός ἀντίρροπον κατάκλυσιν, ὁ πλοίαρχος δέον νά εἶναι ἐνήμερος τῶν συνθηκῶν εὐσταθείας ἐπί τῶν ὁποίων βασίζονται οἱ ὑπολογισμοί κλίσεως καί νά ἐφιστᾶται ἡ προσοχή του ἐπί τοῦ ὅτι τό πλοῖον δύναται, ὑφιστάμενον βλάβην, νά λάβῃ ὑπερβολικήν κλίσιν ὅταν αἱ συνθῆκαι εὐσταθείας εἰς τήν ἄθικτον κατάστασιν εἶναι δυσμενεῖς.

(η) (ι) 'Η 'Αρχή δέν δύναται νά φανῇ ἐλαστική ὡς πρός τάς ἀπαιτήσεις, σχετικῶς μέ τήν εὐστάθειαν εἰς περίπτωσιν βλάβης, ἐκτός ἐάν ἀποδειχθῇ ὅτι τό μετακεντρικόν ὕψος τοῦ πλοίου εἰς ἄθικτον κατάστασιν εἰς οἱανδήποτε συνθήκην ὑπηρεσίας, τό ἀπαιτούμενον διά νά ἀντιμετωπίσῃ τάς ἀνωτέρω ἀπαιτήσεις, εἶναι ὑπεραρκετόν διά τήν προβλεπομένην συνθήκην ὑπηρεσίας.

(ιι) Παρεκκλίσεις ὡς πρός τάς ἀπαιτήσεις σχετικῶς μέ τήν εὐστάθειαν ἐν πτώσει βλάβης, ἐπιτρέπονται μόνον εἰς ἐξαιρετικάς περιπτώσεις καί ὑπό τήν προϋπόθεσιν ὅτι ἡ 'Αρχή θέλει πεισθῇ ὅτι αἱ ἀναλογίαι, αἱ διατάξεις καί τά λοιπά χαρακτηριστικά τοῦ πλοίου εἶναι τά πλέον εὐνοϊκά διά τήν εὐστάθειαν ἐν περιπτώσει βλάβης καί δύνανται πρακτικῶς καί λογικῶς νά γίνωσι παραδεκτά εἰς τάς εἰδικάς περιπτώσεις.

Κανονισμός 8

'Ερματισμός

Ὅταν ἀπαιτῆται ἐρματισμός δι' ὕδατος, τό ὑδάτινον ἔρμα δέν θά τοποθετῆται γενικῶς ἐντός τῶν δεξαμενῶν τῶν προοριζομένων διά πετρέλαιον καύσιμον. Εἰς τά πλοῖα ἐκεῖνα εἰς τά ὁποῖα δέν εἶναι πρακτικῶς δυνατόν νά ἀποφευχθῇ ἡ τοποθέτησις ὕδατος ἐντός τῶν πετρελαιαποθηκῶν, θά ἐγκαθίσταται *ἀποχωριστήρ* τοῦ ὕδατος καί πετρελαίου κατά τρόπον ἱκανοποιοῦντα τήν 'Αρχήν, ἤ θά προβλέπωνται ἕτερα μέσα δεκτά ὑπό τῆς 'Αρχῆς διά τήν ἐκκένωσιν τοῦ ἀναμίκτου ὑδατίνου ἕρματος.

Κανονισμός 9

'Ακραῖα διαφράγματα, Διαφράγματα Χώρου Μηχανῶν, Σήραγγες Ἑλικοφόρων ἀτράκτων κ.λπ.

(α) (ι) Πᾶν πλοῖον δέον νά ἔχῃ διάφραγμα πρωραίας δεξαμενῆς ζυγοσταθμίσεως ἤ συγκρούσεως, τό ὁποῖον δέον νά εἶναι στεγανόν μέχρι τοῦ καταστρώματος στεγανῶν διαφραγμάτων. Τό διάφραγμα τοῦτο δέον νά εἶναι τοποθετημένον εἰς ἀπόστασιν οὐχί μικροτέραν τῶν 5 τοῖς ἑκατόν τοῦ μήκους τοῦ πλοίου καί οὐχί μεγαλυτέραν τῶν 3,05 μέτρων (ἤ *10 ποδῶν*) σύν 5 τοῖς ἑκατόν τοῦ μήκους τοῦ πλοίου ἀπό τῆς πρωραίας ὀρθίας.

(ιι) 'Εάν τό πλοῖον ἔχῃ μακρόν πρωραῖον ὑπερκατασκεύασμα, τό διάφραγμα συγκρούσεως δέον νά ἐπεκτείνηται στεγανῶς μέχρι τοῦ καταστρώματος ἀμέσως ἄνωθεν τοῦ καταστρώματος τῶν στεγανῶν διαφραγμάτων. 'Η ἐπέκτασις δέν εἶναι ἀπαραίτητον νά εὑρίσκηται ἀμέσως ἄνωθεν τοῦ ὑποκειμένου διαφράγματος, ὑπό τόν ὅρον ὅμως ὅπως ἡ ἐπέκτασις αὕτη ἀπέχῃ τοὐλάχιστον ἀπόστασιν ἴσην πρός τά 5 τοῖς ἑκατόν τοῦ μήκους τοῦ πλοίου ἀπό τῆς πρωραίας ὀρθίας καί τό τμῆμα τοῦ καταστρώματος τῶν στεγανῶν, ὅπερ σχηματίζει τήν βαθμίδα, εἶναι ἀποτελεσματικῶς ἀδιαπέραστον ὑπό ὑδάτων κακοκαιρίας.

(β) 'Επίσης, πᾶν πλοῖον δέον νά ἔχῃ διάφραγμα πρυμναίας δεξαμενῆς ζυγοσταθμίσεως, ὡς καί διαφράγματα χωρίζοντα τόν χῶρον μηχανῶν, ὡς καθορίζεται εἰς τόν Κανονισμόν 2 τοῦ παρόντος Κεφαλαίου, ἀπό τούς χώρους φορτίου καί ἐπιβατῶν πρώραθεν καί πρύμνηθεν. Τά διαφράγματα ταῦτα θά εἶναι στεγανά μέχρι τοῦ καταστρώματος στεγανῶν. Παρά ταῦτα τό διάφραγμα τῆς πρυμναίας δεξαμενῆς ζυγοσταθμίσεως δύναται νά σχηματίζῃ βαθμίδα κάτωθεν τοῦ καταστρώματος στεγανῶν διαφραγμάτων ὑπό τόν ὅρον ὅτι ἡ ἀσφάλεια τοῦ πλοίου δέν μειοῦται ἀπό ἀπόψεως στεγανῆς ὑποδιαιρέσεως.

(γ) Εἰς ὅλας τάς περιπτώσεις αἱ χοάναι τῶν ἑλικοφόρων ἀτράκτων δέον νά εἶναι ἐγκεκλεισμέναι ἐντός στεγανῶν χώρων, περιωρισμένου ὄγκου. 'Ο στυπιοθλίπτης τῆς ἑλικοφόρου ἀτράκτου δέον νά τοποθετῆται ἐντός στεγανῆς σήραγγος ἤ ἄλλου στεγανοῦ χώρου κεχωρισμένου ἀπό τοῦ χώρου τῆς χοάνης τῆς ἑλικοφόρου ἀτράκτου. 'Ο χῶρος ὅμως οὗτος δέον νά εἶναι τοιούτου ὄγκου ὥστε, ἐάν κατακλυσθῇ οὗτος λόγῳ διαρροῆς τοῦ στυπιοθλίπτου, ἡ γραμμή ὁρίου βυθίσεως νά μή κατέλθῃ ὑπό τήν ἐπιφάνειαν τῆς θαλάσσης.

* Γίνεται μνεία τῆς Συστάσεως ἥτις υἱοθετήθη ὑπό τοῦ 'Οργανισμοῦ διά τῆς 'Αποφάσεως Α 266(VIII) ἐπί τῆς Προτύπου Μεθόδου διά τήν καθιέρωσιν Συμμορφώσεως πρός τάς 'Απαιτήσεις διά τάς Διατάξεις 'Αντιρρόπου Κατακλύσεως εἰς τά ἐπιβατηγά πλοῖα.

Κανονισμός 10

Διπύθμενα

(α) Ἕν διπύθμενον δέον νά ὑπάρχῃ καί νά ἐκτείνηται ἀπό τοῦ διαφράγματος τῆς πρωραίας δεξαμενῆς ζυγοσταθμίσεως μέχρι τοῦ διαφράγματος τῆς πρυμναίας δεξαμενῆς ζυγοσταθμίσεως, καθ'ὅ μέτρον εἶναι τοῦτο πρακτικόν καί συμβιβάζεται πρός τά χαρακτηριστικά καί τήν κανονικήν χρησιμοποίησιν τοῦ πλοίου.

(ι) Εἰς πλοῖα μήκους 50 μέτρων (ἤ 165 ποδῶν) καί κάτω τῶν 61 μέτρων (ἤ 200 ποδῶν), δέον νά ὑπάρχῃ διπύθμενον τοὐλάχιστον ἀπό τοῦ χώρου μηχανῶν μέχρι τοῦ διαφράγματος τῆς πρωραίας δεξαμενῆς ζυγοσταθμίσεως, ἤ ὅσον τό πρακτικῶς δυνατόν ἐγγύς πρός αὐτό.

(ιι) Εἰς πλοῖα μήκους 61 μέτρων (ἤ 200 ποδῶν) καί κάτω τῶν 76 μέτρων (ἤ 249 ποδῶν), δέον νά ὑπάρχῃ διπύθμενον τοὐλάχιστον ἐκτός τοῦ χώρου μηχανῶν καί νά ἐκτείνηται μέχρι τῶν διαφραγμάτων τῆς πρωραίας καί πρυμναίας δεξαμενῆς ζυγοσταθμίσεως, ἤ ὅσον τό πρακτικῶς δυνατόν ἐγγύς πρός αὐτά.

(ιιι) Εἰς πλοῖα μήκους 76 μέτρων (ἤ 249 ποδῶν) καί ἄνω, δέον νά ὑπάρχῃ διπύθμενον εἰς τό μέσον τοῦ πλοίου καί νά ἐκτείνηται μέχρι τοῦ διαφράγματος τῆς πρωραίας καί τῆς πρυμναίας δεξαμενῆς ζυγοσταθμίσεως ἤ ὅσον τό πρακτικῶς δυνατόν ἐγγύς πρός αὐτά.

(β) Ὅπου ἀπαιτεῖται ἡ ὕπαρξις διπυθμένου, τό ὕψος τούτου θά ὁρίζεται κατά τρόπον ἱκανοποιοῦντα τήν Ἀρχήν καί ὁ ἐσωτερικός πυθμήν θά συνεχίζεται μέχρι τῶν πλευρῶν τοῦ πλοίου, εἰς τρόπον ὥστε ὁ πυθμήν νά προστατεύεται μέχρι τοῦ κυρτοῦ τῆς γάστρας. Ἡ τοιαύτη προστασία θεωρεῖται ἐπαρκής ἐάν ἡ γραμμή τομῆς τῆς ἐξωτερικῆς ἀκμῆς τοῦ ἐλάσματος τῆς πλευρᾶς τοῦ διπυθμένου μετά τῶν ἐλασμάτων τῆς γάστρας δέν εὑρίσκεται εἰς οἱονδήποτε σημεῖον χαμηλότερον ἑνός ὁριζοντίου ἐπιπέδου διερχομένου διά τοῦ σημείου τομῆς εἰς τόν μέσον νομέα μετά ἐγκαρσίας διαγωνίου γραμμῆς κεκλιμένης κατά 25 μοίρας ὡς πρός τό ὁριζόντιον ἐπίπεδον τό διερχόμενον διά τῆς ἄνω ὄψεως τῆς τρόπιδος καί τεμνούσης τό ἐπίπεδον εἰς σημεῖον εὑρισκόμενον εἰς ἀπόστασιν, ἀπό τοῦ ἄξονος τοῦ πλοίου, ἴσην πρός τό ἥμισυ τοῦ πλάτους τοῦ πλοίου.

(γ) Φρεάτια μικρά κατασκευαζόμενα ἐντός τοῦ διπυθμένου σχετικά πρός τάς διατάξεις ἀπαντλήσεως τῶν κυτῶν κ.λπ. δέον νά μή εἶναι βαθύτερα ἤ ὅσον ἀπαραίτητον. Τό βάθος τοῦ φρεατίου εἰς οὐδεμίαν περίπτωσιν θά εἶναι μεγαλύτερον τοῦ βάθους τοῦ διπυθμένου κατά τόν ἄξονα τοῦ πλοίου μειωμένον κατά 457 χιλιοστόμετρα (ἤ 18 δακτύλους), τό δέ φρεάτιον δέν θά ἐπεκτείνεται κάτωθεν τοῦ ὁριζοντίου ἐπιπέδου τοῦ ἀναφερομένου εἰς τήν παράγραφον (β) τοῦ παρόντος Κανονισμοῦ. Εἰς τό πρυμναῖον ἐν τούτοις ἄκρον τῆς σήραγγος τῶν ἑλικοκινήτων πλοίων, ἐπιτρέπεται ἡ ὕπαρξις φρεατίου ἐκτεινομένου μέχρι τοῦ ἐξωτερικοῦ πυθμένος. Ἡ Ἀρχή δύναται νά ἐπιτρέψῃ ἕτερα φρεάτια (π.χ. διά λιπαντικόν ἔλαιον κάτωθεν τῶν κυρίων μηχανῶν) ἐάν ἤθελε πεισθῇ ὅτι αἱ διατάξεις τοῦ συνόλου παρέχουσι προστασίαν ἰσοδύναμον πρός τήν παρεχομένην ὑπό διπυθμένου συμφώνου πρός τόν παρόντα Κανονισμόν.

(δ) Δέν εἶναι ἀναγκαία ἡ ἐγκατάστασις διπυθμένου κατά μῆκος τῶν στεγανῶν διαμερισμάτων μετρίου μεγέθους, χρησιμοποιουμένων ἀποκλειστικῶς διά τήν μεταφοράν ὑγρῶν, ὑπό τόν ὅρον ὅπως, κατά τήν γνώμην τῆς Ἀρχῆς, ἡ ἀσφάλεια τοῦ πλοίου ἐν περιπτώσει βλάβης τοῦ πυθμένος ἤ τῶν πλευρῶν δέν θέλει μειωθῇ ἐκ τοῦ λόγου τούτου.

(ε) Προκειμένου περί πλοίων δι'ἅ ἔχουσιν ἐφαρμογήν αἱ διατάξεις τῆς παραγράφου (ʹ) τοῦ Κανονισμοῦ 1 τοῦ παρόντος Κεφαλαίου καί ἅτινα ἐκτελοῦν τακτικά δρομολόγια ἐντός τῶν ὁρίων βραχέος διεθνοῦς πλοῦ, ὡς καθορίζεται ἐν τῷ Κανονισμῷ 2 τοῦ Κεφαλαίου III, ἡ Ἀρχή δύναται νά ἐπιτρέψῃ ἀπαλλαγήν ἐκ τῆς ὑποχρεώσεως ὑπάρξεως διπυθμένου εἰς πᾶν τμῆμα τοῦ πλοίου ὅπερ ὑποδιαιρεῖται ἐπί τῇ βάσει συντελεστοῦ μή ὑπερβαίνοντος τό 0,50, ἐάν πεισθῇ ὅτι ἡ ἐγκατάστασις διπυθμένου εἰς τό τμῆμα τοῦτο δέν θά ἦτο σύμφωνος πρός τά βασικά χαρακτηριστικά καί τήν κατάλληλον ἐκμετάλλευσιν τοῦ πλοίου.

Κανονισμός 11

Προσδιορισμός, Χάραξις καί Ἐγγραφή τῶν Γραμμῶν Ὑποδιαιρέσεως

(α) Πρός τόν σκοπόν τηρήσεως τοῦ ἀπαιτουμένου βαθμοῦ ὑποδιαιρέσεως, δέον νά προσδιορισθῇ καί χαραχθῇ ἐπί τῶν πλευρῶν τοῦ πλοίου γραμμή φορτώσεως ἀντιστοιχοῦσα πρός τό ὑπό τοῦ βαθμοῦ ὑποδιαιρέσεως προβλεπόμενον βύθισμα. Πλοῖον διαθέτον χώρους εἰδικῶς διεσκευασμένους διά τήν ἐναλλάξ μεταφοράν ἐπιβατῶν καί φορτίου δύναται, κατόπιν ἐπιθυμίας τοῦ πλοιοκτήτου, νά σημανθῇ διά μιᾶς ἤ πλειόνων ἐπιπροσθέτων γραμμῶν φορτώσεως ἀντιστοιχουσῶν πρός τά βυθίσματα ὑποδιαιρέσεως ἅτινα ἡ Ἀρχή δύναται νά ἐγκρίνῃ διά τάς περιπτώσεις τῶν ἐναλλακτικῶν συνθηκῶν ὑπηρεσίας τοῦ πλοίου.

(β) Αἱ προσδιοριζόμεναι καί σημαινόμεναι γραμμαί φορτώσεως τῆς ὑποδιαιρέσεως ἐγγράφονται ἐν τῷ Πιστοποιητικῷ Ἀσφαλείας Ἐπιβατηγοῦ Πλοίου καί διακρίνονται διά τῆς ἐνδείξεως C1, ἐμφαινούσης ὅτι τό πλοῖον εἶναι πρωτίστως ἐπιβατηγόν καί C2, C3 κ.λ.π. ἐμφαινουσῶν τάς ἐναλλακτικάς συνθήκας ὑπηρεσίας.

(γ) Τό ὕψος τῶν ἐξάλων τό ἀντιστοιχοῦν εἰς ἑκάστην τῶν ὡς ἄνω γραμμῶν φορτώσεως θά μετρῆται εἰς τήν αὐτήν θέσιν καί ἀπό τῆς ἰδίας γραμμῆς καταστρώματος, καθ'ὅν τρόπον προσδιορίζεται τό ὕψος τῶν ἐξάλων συμφώνως πρός τήν ἐν ἰσχύι Διεθνῆ Σύμβασιν περί Γραμμῶν Φορτώσεως.

(δ) Το ὕψος ἐξάλων τό ἀντιστοιχοῦν εἰς ἑκάστην ἐγκεκριμένην γραμμήν φορτώσεως τῆς ὑποδιαιρέσεως, ὡς καί αἱ συνθῆκαι ὑπηρεσίας δι'ἅς ἐνεκρίθη τοῦτο, δέον νά ἀναγράφωνται σαφῶς ἐν τῷ Πιστοποιητικῷ Ἀσφαλείας Ἐπιβατηγοῦ Πλοίου.

(ε) Ἐν οὐδεμιᾷ περιπτώσει, ἡ χάραξις οἱασδήποτε γραμμῆς φορτώσεως τῆς ὑποδιαιρέσεως θά γίνεται ἄνωθεν τῆς ἀνωτάτης γραμμῆς φορτώσεως διά θαλάσσιον ὕδωρ, ὡς αὕτη προσδιωρίσθη ἐν συναρτήσει πρός τήν ἀντοχήν τοῦ πλοίου ἤ τήν ἐν ἰσχύι Διεθνῆ Σύμβασιν περί Γραμμῶν Φορτώσεως.

(στ) Οἱαδήποτε καί ἄν εἶναι ἡ θέσις χαράξεως τῶν γραμμῶν φορτώσεως τῆς ὑποδιαιρέσεως, τό πλοῖον ἐν οὐδεμιᾷ περιπτώσει θέλει φορτωθῇ κατά τρόπον ὥστε νά βυθισθῇ ἡ πρός τήν ἐποχήν τοῦ ἔτους καί τήν περιοχήν ἀντιστοιχοῦσα γραμμή φορτώσεως, ὡς αὕτη προσδιορίζεται εἰς τήν ἐν ἰσχύι Διεθνῆ Σύμβασιν περί Γραμμῶν Φορτώσεως.

(ζ) Πλοῖον τι, ἐν οὐδεμιᾷ περιπτώσει δύναται νά φορτωθῇ κατά τοιοῦτον τρόπον ὥστε ὅταν εὑρίσκεται ἐν θαλασσίῳ ὕδατι, νά βυθίζεται ἡ γραμμή φορτώσεως τῆς ὑποδιαιρέσεως ἡ ἀντιστοιχοῦσα πρός τόν εἰδικόν πλοῦν ἤ πρός τάς συνθήκας ὑπηρεσίας τοῦ πλοίου.

Κανονισμός 12

Κατασκευή καί Ἀρχική Δοκιμή Στεγανῶν Διαφραγμάτων.

(α) Πᾶν στεγανόν διάφραγμα τῆς ὑποδιαιρέσεως εἴτε ἐγκάρσιον εἴτε διάμηκες, θά κατασκευάζεται κατά τοιοῦτον τρόπον ὥστε νά εἶναι ἱκανόν νά ὑφίσταται, μετά ἀναλόγου περιθωρίου ἀντοχῆς, τήν πίεσιν τήν ὀφειλομένην εἰς τήν μεγίστην στήλην ὕδατος τήν ὁποίαν δυνατόν νά ὑποστῇ εἰς περίπτωσιν βλάβης τοῦ πλοίου, τοὐλάχιστον

δέ, τήν πίεσιν τήν όφειλομένην εἰς στήλην ὕδατος ἐξικνουμένην εἰς τό ὕψος τῆς γραμμῆς ὁρίου βυθίσεως. 'Η κατασκευή τῶν διαφραγμάτων τούτων δέον νά ἱκανοποιῇ τήν Ἀρχήν.

(β) (ι) Αἱ βαθμίδες καί αἱ ἐσοχαί τῶν διαφραγμάτων δέον νά εἶναι στεγαναί καί ἴσης ἀντοχῆς πρός τά διαφράγματα εἰς τά σημεῖα εἰς ἅ ἑκάστη εὑρίσκεται.

(ιι) 'Εάν νομεῖς ἤ ζυγά διέρχωνται διά μέσου στεγανοῦ καταστρώματος ἤ διαφράγματος, τό κατάστρωμα ἤ τό διάφραγμα δέον νά κατασκευάζωνται στεγανά ἄνευ τῆς χρήσεως ξύλου ἤ τσιμέντου.

(γ) 'Η δοκιμή στεγανότητος τῶν κυρίων διαμερισμάτων διά πληρώσεως τούτων δι' ὕδατος δέν εἶναι ὑποχρεωτική. Ὅταν δέν ἐκτελῆται ἡ δοκιμή διά πληρώσεως δι' ὕδατος, ἡ δοκιμή δι' ἐκσφενδονίσεως ὕδατος δι' εὐκάμπτου σωλῆνος εἶναι ὑποχρεωτική. 'Η δοκιμή αὕτη θά ἐκτελῆται κατά τό πλέον προχωρημένον στάδιον τῆς συμπληρώσεως τοῦ πλοίου. 'Εν πάσῃ περιπτώσει θά ἐκτελῆται λεπτομερής ἐπιθεώρησις τῶν στεγανῶν διαφραγμάτων.

(δ) 'Η πρωραία δεξαμενή ζυγοσταθμίσεως, τά διπύθμενα (περιλαμβάνονται αἱ κοῖλαι τροπίδες) καί οἱ ἐσωτερικοί πυθμένες, θά δοκιμάζωνται διά στήλης ὕδατος ἀντιστοιχούσης εἰς τάς ἀπαιτήσεις τῆς παραγράφου (α) τοῦ παρόντος Κανονισμοῦ.

(ε) Δεξαμεναί προοριζόμεναι δι' ὑγρά καί ἀποτελοῦσαι μέρος τῆς ὑποδιαιρέσεως τοῦ πλοίου, δέον νά δοκιμάζωνται ὡς πρός τήν στεγανότητα, δι' ὕδατος στήλης μέχρι τῆς ἀνωτάτης γραμμῆς φορτώσεως τῆς ὑποδιαιρέσεως ἤ μέχι τῶν τῶν δύο τρίτων τοῦ ὕψους ἀπό τῆς ἄνω ὄψεως τῆς τρόπιδος μέχρι τῆς γραμμῆς ὁρίου βυθίσεως εἰς τήν περιοχήν τῶν δεξαμενῶν, λαμβανομένης τῆς μεγαλυτέρας ἐκ τῶν δύο. 'Εν πάσῃ ὅμως περιπτώσει τό ὕψος τῆς στήλης δέον νά μή εἶναι κατώτερον τῶν 0,92 μέτρων (ἤ 3 ποδῶν) ἄνωθεν τῆς ὀροφῆς τῆς δεξαμενῆς.

(στ) Αἱ δοκιμαί αἱ ἀναφερόμεναι εἰς τάς παραγράφους (δ) καί (ε) τοῦ παρόντος Κανονισμοῦ ἔχουσιν ὡς σκοπόν τήν ἐξακρίβωσιν τῆς στεγανότητος τῆς κατασκευαστικῆς διατάξεως τῆς ὑποδιαιρέσεως καί δέον νά μή θεωροῦνται ὡς δοκιμαί τῆς καταλληλότητος διαμερίσματός τινος δι' ἐναποθήκευσιν ὑγρῶν καυσίμων ἤ δι' ἄλλους εἰδικούς σκοπούς, διά τούς ὁποίους δύναται νά ἀπαιτεῖται δοκιμή αὐστηροτέρου χαρακτῆρος, ἐξαρτωμένη ἐκ τοῦ ὕψους εἰς τό ὁποῖον δυνατόν νά ἀνέλθῃ τό ὑγρόν ἐν τῇ δεξαμενῇ ἤ εἰς τάς συνδέσεις της.

Κανονισμός 13

'Ανοίγματα εἰς στεγανά διαφράγματα

(α) 'Ο ἀριθμός τῶν ἀνοιγμάτων εἰς τά στεγνά διαφράγματα δέον νά περιορίζηται εἰς τό ἐλάχιστον ὅπερ συμβιβάζεται μέ τήν γενικήν διάταξιν καί τήν κατάλληλον χρησιμοποίησιν τοῦ πλοίου. Θά προβλέπωνται ἱκανοποιητικά μέσα διά τό κλείσιμον τῶν ἀνοιγμάτων τούτων.

(β) (ι) Εἰς τά σημεῖα διελεύσεως σωλήνων εὐδιαίων, ἠλεκτρικῶν καλωδίων κ.λπ. διά τῶν διαφραγμάτων τῆς στεγανῆς ὑποδιαιρέσεως, δέον νά λαμβάνωνται κατάλληλα μέτρα διά τήν ἀπόλυτον ἐξασφάλισιν τῆς στεγανότητος τῶν διαφραγμάτων.

(ιι) 'Επιστόμια καί κρουνοί μή ἀποτελουντες μέρος τοῦ συστήματος σωληνώσεως δέν ἐπιτρέπεται νά ὑπάρχουν εἰς τά διαφράγματα τῆς στεγανῆς ὑποδιαιρέσεως.

(ιιι) Μόλυβδος ἤ ἄλλα ὑλικά ἐπηρεαζόμενα ὑπό τῆς θερμότητος δέν θά χρησιμοποιοῦνται εἰς συστήματα ἅτινα διέρχονται διά τῶν στεγανῶν διαφραγμάτων τῆς ὑποδιαιρέσεως, ὁπότε ἡ βλάβη τούτων ἐν περιπτώσει πυρκαϊᾶς, θά ἐξέθετε τήν στεγανότητα τῶν διαφραγμάτων.

(γ) (ι) Θύραι, ἀνθρωποθυρίδες ἤ ἀνοίγματα ἐπικοινωνίας δέν ἐπιτρέπονται:

(1) Εἰς τό διάφραγμα συγκρούσεως κάτωθεν τῆς γραμμῆς ὁρίου βυθίσεως.

(2) Εἰς ἐγκάρσια στεγανά διαφράγματα χωρίζοντα ἕνα χῶρον φορτίου ἀπό παρακείμενον χῶρον φορτίου ἤ ἀπό μόνιμον ἤ ἐφεδρικήν ἀποθήκην καυσίμου, ἐκτός τῶν προβλεπομένων ἐν τῇ παραγράφῳ (ιβ) τοῦ παρόντος Κανονισμοῦ.

(ιι) 'Εκτός τῶν προβλεπομένων κατωτέρω ὑπό τοῦ ἐδαφίου (ιιι) τῆς παρούσης παραγράφου, ἐπιτρέπεται ὅπως τό διάφραγμα συγκρούσεως διαπερᾶται κάτωθι τῆς γραμμῆς ὁρίου βυθίσεως ὑπό ἑνός τό πολύ σωλῆνος διά τήν ἐξυπηρέτησιν τῆς πρωραίας δεξαμενῆς ζυγοσταθμίσεως, ὑπό τόν ὅρον ὅπως ὁ σωλήν οὗτος εἶναι ἐφωδιασμένος διά κοχλιωτοῦ ἐπιστομίου δυναμένου νά χειρίζεται ἐκ σημείου ἄνωθεν τοῦ καταστρώματος στεγανῶν. Τό σῶμα τοῦ ἐπιστομίου δέον νά εἶναι στερεωμένον ἐντός τῆς πρωραίας δεξαμενῆς ζυγοσταθμίσεως ἐπί τοῦ διαφράγματος συγκρούσεως.

(ιιι) 'Εάν ἡ πρωραία δεξαμενή ζυγοσταθμίσεως εἶναι διῃρημένη κατά τρόπον ὥστε νά περιλαμβάνῃ δύο διάφορα εἴδη ὑγρῶν, ἡ 'Αρχή δύναται νά ἐπιτρέψῃ ὅπως τό διάφραγμα συγκρούσεως διαπερασθῇ κάτωθι τῆς γραμμῆς ὁρίου βυθίσεως ὑπό δύο σωλήνων ἑκάστου πληροῦντος τούς ὅρους τοῦ ἐδαφίου (ιι) τῆς παρούσης παραγράφου ὑπό τόν ὅρον ὅπως ἡ 'Αρχή πεισθῇ ὅτι δέν ὑπάρχει ἄλλος τρόπος ἐγκαταστάσεως τοῦ τοιούτου δευτέρου σωλῆνος καί ὅτι, λαμβανομένης ὑπ' ὄψιν τῆς προβλεπομένης προσθέτου ὑποδιαιρέσεως ἐν τῇ πρωραία δεξαμενῇ ζυγοσταθμίσεως ἡ ἀσφάλεια τοῦ πλοίου διατηρεῖται.

(δ) (ι) Στεγαναί θύραι διαφραγμάτων χωριζόντων μονίμους καί ἐφεδρικάς ἀποθήκας καυσίμου, δέον νά εἶναι πάντοτε προσιταί, ἐκτός τῶν προβλεπομένων ἐν τῷ ἐδαφίῳ (ιι) τῆς παραγράφου (ια) τοῦ παρόντος Κανονισμοῦ διά θύρας ἀποθηκῶν καυσίμου ἐντός ὑποφραγμάτων.

(ιι) Κατάλληλα μέτρα δέον νά λαμβάνωνται διά προφυλακτήρων ἤ ἄλλων μέσων, ἵνα ἀποφεύγεται ἡ ὑπό τῶν γαιανθράκων παρεμπόδισις τοῦ κλεισίματος τῶν στεγανῶν θυρῶν τῶν ἀνθρακαποθηκῶν.

(ε) 'Εντός τῶν χώρων τῶν περιλαμβανόντων τάς κυρίας καί βοηθητικάς μηχανάς προώσεως, περιλαμβανομένων τῶν λεβήτων τῶν χρησιμοποιουμένων διά τήν πρόωσιν καί πασῶν τῶν μονίμων ἀποθηκῶν καυσίμων, δέν ἐπιτρέπεται ἡ ὕπαρξις πλέον τῆς μιᾶς θύρας ἐπικοινωνίας ἐπί ἑκάστου στεγανοῦ διαφράγματος, ἐξαιρουμένων τῶν θυρῶν τῶν ἀνθρακαποθηκῶν καί τῶν θυρῶν τῶν σηράγγων τῶν ἑλικοφόρων ἀτράκτων. 'Εάν ὑπάρχουσι δύο ἤ περισσότεραι ἑλικοφόροι ἄτρακτοι,αἱ σήραγγες θά ἐπικοινωνοῦσι διά διαδρόμου ἐσωτερικῆς ἐπικοινωνίας. 'Εάν ὑπάρχουσι δύο ἑλικοφόροι ἄτρακτοι θά τοποθετῆται μία μόνον θύρα μεταξύ τοῦ χώρου μηχανῶν καί τοῦ χώρου τῶν σηράγγων, ὅταν δέ, ὑπάρχουσι περισσότεραι τῶν δύο ἀτράκτων θά τοποθετοῦνται μόνον δύο θύραι. Αἱ θύραι αὗται δέον νά εἶναι ὀλισθαίνουσαι καί νά τοποθετοῦνται κατά τοιοῦτον τρόπον ὥστε νά ἔχωσι τά κατώφλια αὐτῶν ὅσον τό δυνατόν ὑψηλά. 'Ο χειροκίνητος μηχανισμός διά τόν χειρισμόν τῶν θυρῶν τούτων ἄνωθεν τοῦ καταστρώματος στεγανῶν θά τοποθετῆται ἔξωθι τῶν χώρων τῶν περιλαμβανόντων τάς μηχανάς, ἐάν τοῦτο συμβιβάζηται μέ τήν ἱκανοποιητικήν διάταξιν τοῦ ἀπαιτουμένου μηχανισμοῦ.

(στ) (ι) Αἱ στεγαναί θύραι θά εἶναι ὀλισθαίνουσαι (συρταρωταί) ἤ γιγγλυμωταί ἤ ἄλλου ἰσοδυνάμου τύπου. 'Ελασμάτιναι θύραι στερεούμεναι ἁπλῶς διά κοχλιῶν, ὡς καί θύραι αἵτινες κλείουσι διά τῆς βαρύτητος ἤ διά τῆς ἐνεργείας πίπτοντος βάρους δέν ἐπιτρέπονται.

(ιι) Αἱ ὀλισθαίνουσαι θύραι δύναται νά εἶναι:

Χειροκίνητοι μόνον
μηχανοκίνητοι καί ἐπί πλέον χειροκίνητοι.

(ιιι) Αἱ ἐπιτρεπόμεναι στεγαναί θύραι δύνανται συνεπῶς νά καταταχθῶσιν εἰς τρεῖς Κλάσεις:
Κλάσις 1 — Γιγγλυμωταί θύραι.
Κλάσις 2 — Ὀλισθαίνουσαι θύραι χειροκίνητοι.
Κλάσις 3 — Ὀλισθαίνουσαι θύραι μηχανοκίνητοι καί ἐπί πλέον χειροκίνητοι.

(ιν) Τά μέσα χειρισμοῦ οἱασδήποτε στεγανῆς θύρας μηχανοκινήτου ἤ μή θά εἶναι ἱκανά νά κλείωσι τήν θύραν καί ὅταν τό πλοῖον λαμβάνῃ κλίσιν 15 μοιρῶν πρός ἑκατέραν πλευράν.

(ν) Δι' ὅλας τάς κλάσεις στεγανῶν θυρῶν θά τοποθετοῦνται δεῖκται οἵτινες θά δεικνύουσιν εἰς ὅλους τούς σταθμούς χειρισμοῦ ἐκ τῶν ὁποίων αἱ θύραι δέν εἶναι θεαταί, ἐάν αἱ θύραι εἶναι ἀνοικταί ἤ κλεισταί. Ἐάν στεγανή θύρα οἱασδήποτε κλάσεως δέν ἔχῃ διάταξιν τοιαύτην ὥστε νά δύναται αὕτη νά κλεισθῇ ἐξ ἑνός κεντρικοῦ σταθμοῦ χειρισμῶν, δέον νά προβλέπεται μηχανικόν, ἠλεκτρικόν, τηλεφωνικόν ἤ οἱονδήποτε ἄλλο κατάλληλον μέσον ἀπ' εὐθείας ἐπικοινωνίας, διά τοῦ ὁποίου ὁ ἀξιωματικός φυλακῆς θά δύναται νά ἐπικοινωνήσῃ ταχέως μετά τοῦ ὑπευθύνου διά διά τό κλείσιμον τῆς ἐν λόγῳ θύρας κατόπιν προηγουμένων διαταγῶν.

(ζ) Αἱ γιγγλυμωταί θύραι (Κλάσεως 1) θά ἐφοδιάζωνται διά μέσων ταχέος κλεισίματος, ὡς σφιγκτήρων χειριζομένων ἐξ ἀμφοτέρων τῶν πλευρῶν τοῦ διαφράγματος.

(η) Αἱ χειροκίνητοι ὀλισθαίνουσαι θύραι (Κλάσεως 2) δύνανται νά ἔχωσιν ὁριζοντίαν ἤ κατακόρυφον κίνησιν. Ὁ μηχανισμός τῆς θύρας θά δύναται νά χειρισθῇ ἐπιτοπίως ἐξ ἀμφοτέρων τῶν πλευρῶν τῆς θύρας καί ἐπιπροσθέτως ἀπό προσιτῆς θέσεως ἄνωθεν τοῦ καταστρώματος στεγανῶν διά κινήσεως περιστρεφομένου στροφάλου ἤ διά ἑτέρας κινήσεως, ἥτις παρουσιάζει τήν αὐτήν ἐγγύησιν ἀσφαλείας καί τυγχάνει τύπου ἐγκεκριμένου. Δύνανται νά ἐπιτραποῦν παρεκκλίσεις σχετικῶς πρός τήν ἀπαίτησιν χειρισμοῦ ἐξ ἀμφοτέρων τῶν πλευρῶν, ἐάν οὗτος τυγχάνῃ πρακτικῶς ἀδύνατος λόγῳ τῆς διαρρυθμίσεως τῶν χώρων. Εἰς τήν περίπτωσιν τοῦ διά τῆς χειρός χειρισμοῦ, ὁ ἀπαιτούμενος χρόνος διά τό πλῆρες κλείσιμον τῆς θύρας, ὅταν τό πλοῖον εἶναι εἰς κατακόρυφον θέσιν δέν θά ὑπερβαίνῃ τά 90 δευτερόλεπτα.

(θ) (ι) Αἱ μηχανοκίνητοι ὀλισθαίνουσαι θύραι (Κλάσεως 3) δύνανται νά ἔχωσι κατακόρυφον ἤ ὁριζοντίαν κίνησιν. Ἐάν προβλέπεται θύρα τις νά λειτουργῇ διά μηχανικῆς ἐνεργείας ἐκ κεντρικοῦ σταθμοῦ, ὁ μηχανισμός δέον νά εἶναι οὕτω πως διατεταγμένος, ὥστε ἡ θύρα νά δύναται νά χειρίζεται διά μηχανικῆς ἐνεργείας ἐπί πλέον ἐπιτοπίως καί ἐξ ἀμφοτέρων τῶν πλευρῶν. Ἡ διάταξις δέον νά εἶναι τοιαύτη ὥστε ἡ θύρα νά κλείῃ αὐτομάτως ἐάν ἠνοίχθη διά τοπικοῦ χειρισμοῦ μετά τό κλείσιμόν της ἀπό τοῦ κεντρικοῦ σταθμοῦ, καί τοιαύτη ὥστε νά δύναται νά παραμείνῃ κλειστή διά τοπικῆς διατάξεως τοῦ μηχανισμοῦ εἰς τρόπον ὥστε νά μή δύναται νά ἀνοίγῃ ἀπό τοῦ κεντρικοῦ σταθμοῦ. Λαβαί τοπικοῦ χειρισμοῦ συνδεόμεναι μέ τόν μηχανισμόν τόν κινούμενον διά μηχανικῆς ἐνεργείας δέον νά προβλέπωνται ἐφ' ἑκάστης πλευρᾶς τοῦ διαφράγματος καί νά εἶναι οὕτω πως διατεταγμέναι ὥστε, πρόσωπα διερχόμενα διά τοῦ ἀνοίγματος τῆς θύρας νά δύνανται νά κρατήσωσι τάς δύο λαβάς εἰς τήν θέσιν ἀνοίγματος καί νά μή δύνανται νά θέσωσιν ἀκουσίως εἰς λειτουργίαν τόν μηχανισμόν κλεισίματος.
Ὀλισθαίνουσαι θύραι λειτουργοῦσαι διά μηχανικῆς ἐνεργείας δέον ἐπί πλέον νά εἶναι ἐφωδιασμέναι διά χειροκινήτου μηχανισμοῦ λειτουργοῦντος τόσον παρ' αὐταῖς ταῖς θύραις, ὅσον καί ἀπό προσιτοῦ σημείου κειμένου ἄνωθεν τοῦ καταστρώματος στεγανῶν, διά κινήσεως περιστρεφομένου στροφάλου ἤ διά ἑτέρας κινήσεως ἥτις παρουσιάζει τήν αὐτήν ἐγγύησιν ἀσφαλείας καί τυγχάνει τύπου ἐγκεκριμένου. Διά νά λαμβάνωνται μέτρα ὥστε νά δίδεται προειδοποίησις δι' ἠχητικοῦ σήματος, ὅτι ἡ θύρα ἤρχισε κλειομένη καί νά συνεχίζεται μέχρι τοῦ πλήρους κλεισίματος. Ἡ διάρκεια τοῦ κλεισίματος τῆς θύρας δέον νά εἶναι ἀρκετή πρός ἐξασφάλισιν χρονικοῦ διαστήματος ἀσφαλείας.

(ιι) Δέον νά ὑπάρχουσι δύο τοὐλάχιστον ἀνεξάρτητοι πηγαί ἐνεργείας, ἱκαναί διά τό σύγχρονον ἄνοιγμα καί κλείσιμον ἁπασῶν τῶν ἐξυπηρετουμένων θυρῶν. Αἱ δύο αὗται πηγαί ἐνεργείας θά ἐλέγχωνται ἐκ τοῦ ἐπί τῆς γεφύρας κεντρικοῦ σταθμοῦ, ὅστις θά περιλαμβάνῃ πάντας τούς ἀπαιτουμένους δείκτας τούς ἐπιτρέποντας τήν ἐπαλήθευσιν ὅτι, ἑκάστη τῶν δύο πηγῶν ἐνεργείας εἶναι ἱκανή νά ἐξασφαλίζῃ ἱκανοποιητικῶς τήν ἀπαιτουμένην ἐξυπηρέτησιν.

(ιιι) Εἰς τήν περίπτωσιν ὑδραυλικοῦ χειρισμοῦ, ἑκάστη πηγή ἐνεργείας θά ἀποτελῆται ἐκ μιᾶς ἀντλίας ἱκανῆς νά κλείῃ ἁπάσας τάς θύρας εἰς χρόνον οὐχί μεγαλύτερον τῶν 60 δευτερολέπτων. Ἐπιπροσθέτως, δέον νά ὑπάρχουν ὑδραυλικοί συσσωρευταί διά τό σύνολον τῆς ἐγκαταστάσεως, ἱκανότητος ἀρκετῆς πρός ἐξασφάλισιν τριῶν τοὐλάχιστον διαδοχικῶν κινήσεων τοῦ συνόλου τῶν θυρῶν, ἤτοι: κλείσιμον-ἄνοιγμα-κλείσιμον. Τό χρησιμοποιούμενον ρευστόν δέον νά μή πήγνυται εἰς τάς θερμοκρασίας αἵτινες ἐνδεχομένως θά παρουσιασθῶσι κατά τήν ὑπηρεσίαν τοῦ πλοίου.

(ι) (ι) Γιγγλυμωταί στεγαναί θύραι (Κλάσεως 1) ἐντός χώρων ἐπιβατῶν, πληρώματος καί χώρων ἐργασίας, ἐπιτρέπονται μόνον ἐφ' ὅσον εὑρίσκονται ἄνωθεν καταστρώματος τοῦ ὁποίου ἡ κάτω ὄψις καί εἰς τό χαμηλότερον σημεῖον εἰς τήν πλευράν τοῦ πλοίου εἶναι τοὐλάχιστον 2,13 μέτρα (ἤ 7 πόδες) ἄνωθεν τῆς ἀνωτάτης γραμμῆς φορτώσεως τῆς ὑποδιαιρέσεως.

(ιι) Στεγαναί θύραι τῶν ὁποίων τά κατώφλια κεῖνται ἄνωθεν τῆς ἀνωτάτης γραμμῆς φορτώσεως τῆς ὑποδιαιρέσεως καί κάτωθεν τῆς εἰς τό προηγούμενον ἐδάφιον καθοριζομένης γραμμῆς θά εἶναι ὀλισθαίνουσαι καί δύνανται νά εἶναι χειροκίνητοι (Κλάσεως 2), ἐξαιρέσεως γενομένης διά πλοῖα ἐκτελοῦντα βραχεῖς διεθνεῖς πλόας καί ἔχοντα συντελεστήν ὑποδιαιρέσεως 0,50 ἤ μικρότερον, ὁπότε ἅπασαι αἱ θύραι αὗται θά χειρίζωνται διά μηχανικῆς ἐνεργείας. Ὅταν ὀχετοί ἐπικοινωνίας ἐψυγμένου φορτίου καί ἀγωγοί ἀερισμοῦ ἤ τεχνητοῦ ἑλκυσμοῦ διέρχωνται διά περισσοτέρων τοῦ ἑνός κυρίων στεγανῶν διαφραγμάτων τῆς ὑποδιαιρέσεως, αἱ θύραι τῶν ἀνοιγμάτων τούτων ἐπί τῶν διαφραγμάτων θά χειρίζωνται διά μηχανικῆς ἐνεργείας.

(ια) (ι) Στεγαναί θύραι αἵτινες δυνατόν νά ἀνοίγωνται ἐνίοτε ἐν πλῷ καί τῶν ὁποίων τά κατώφλια κεῖνται κάτωθεν τῆς κατωτάτης γραμμῆς φορτώσεως τῆς ὑποδιαιρέσεως θά εἶναι ὀλισθαίνουσαι. Θά ἐφαρμόζωνται ἐν προκειμένῳ οἱ ἀκόλουθοι κανόνες:

(1) Ὅταν ὁ ἀριθμός τῶν θυρῶν τούτων (ἐξαιρουμένων τῶν θυρῶν εἰσόδου εἰς σήραγγας ἑλικοφόρων ἀτράκτων) ὑπερβαίνῃ τάς πέντε, ἅπασαι αἱ θύραι αὗται, καθώς καί ἐκεῖναι εἰς τήν εἴσοδον τῶν σηράγγων ἤ ἀγωγῶν ἀερισμοῦ ἤ τεχνητοῦ ἑλκυσμοῦ, θά χειρίζωνται διά μηχανικῆς ἐνεργείας (Κλάσεως 3) καί θά δύνανται νά κλείωνται συγχρόνως ἀπό κεντρικοῦ σταθμοῦ ἐπί τῆς γεφύρας τοῦ πλοίου.

(2) Ὅταν ὁ ἀριθμός τῶν θυρῶν τούτων (ἐξαιρουμένων τῶν θυρῶν εἰσόδου εἰς σήραγγας ἑλικοφόρων ἀτράκτων) εἶναι μεγαλύτερος τοῦ ἑνός ἀλλά δέν ὑπερβαίνει τάς πέντε, τότε:

(α) Όταν τό πλοίον δέν διαθέτει χώρους έπιβατών κάτωθεν τοῦ καταστρώματος στεγανῶν, ἅπασαι αἱ ἀνωτέρω ἀναφερόμεναι θύραι δύνανται νά εἶναι χειροκίνητοι (Κλάσεως 2).

(β) Όταν τό πλοίον διαθέτη χώρους ἐπιβατῶν κάτωθεν τοῦ καταστρώματος στεγανῶν, ἅπασαι αἱ ἀνωτέρω ἀναφερόμεναι θύραι θά χειρίζωνται διά μηχανικῆς ἐνεργείας (Κλάσεως 3) καί θά δύνανται νά κλείνωνται συγχρόνως ἀπό κεντρικοῦ σταθμοῦ ἐπί τῆς γεφύρας τοῦ πλοίου.

(3) Ἐπί παντός πλοίου, ἐάν ὑπάρχουν μόνον δύο τοιαῦται στεγαναί θύραι εὑρίσκωνται δέ, ἐντός τοῦ χώρου μηχανῶν καί ἐπί τῶν διαφραγμάτων τῶν περικλειόντων τοῦτον, ἡ Ἀρχή δύναται νά ἐπιτρέψη ὅπως αἱ δύο αὗται θύραι χειρίζωνται μόνον διά τῆς χειρός (Κλάσεως 2).

(ιι) Στεγαναί θύραι, αἵτινες εἶναι ἐνδεχόμενον νά ἀνοίγωσιν ἐν πλῷ πρός διευθέτησιν γαιανθράκων, εὑρισκόμεναι μεταξύ ἀνθρακαποθηκῶν εἰς ὑποφράγματα κάτωθι τοῦ καταστρώματος στεγανῶν, δέον νά λειτουργῶσι διά μηχανικῆς δυνάμεως. Τό ἄνοιγμα καί κλείσιμον τῶν θυρῶν τούτων δέον νά καταχωροῦνται εἰς ἡμερολόγιον τοῦ πλοίου, ὡς τοῦτο ἤθελε καθορισθῆ ὑπό τῆς Ἀρχῆς.

(ιβ) (ι) Εἰς περίπτωσιν κατά τήν ὁποίαν ἡ Ἀρχή πεισθῆ ὅτι ἡ ἐγκατάστασις τοιούτων θυρῶν κρίνεται ἀναγκαία, δύνανται νά γίνωσι παραδεκταί στεγαναί θύραι ἱκανοποιητικῆς κατασκευῆς ἐπί τῶν στεγανῶν διαφραγμάτων τῶν ὑποφραγμάτων ἅτινα χωρίζουσι τό φορτίον. Αἱ θύραι αὗται δύνανται νά εἶναι γιγγλυμωταί, κυλιόμεναι ἤ ὀλισθαίνουσαι, ἀλλά δέν θά χειρίζωνται ἐξ ἀποστάσεως. Θά τοποθετοῦνται εἰς τό ἀνώτατον ὕψος καί εἰς ὅσον τό δυνατόν μεγαλυτέραν ἀπόστασιν ἀπό τάς πλευράς τοῦ πλοίου, ἀλλά εἰς οὐδεμίαν περίπτωσιν αἱ ἐξωτερικαί κατακόρυφοι ἀκμαί τῶν θυρῶν τούτων (παραστάται) θά εὑρίσκωνται εἰς ἀπόστασιν ἀπό τῶν ἐλασμάτων τῶν πλευρῶν μικροτέραν τοῦ ἑνός πέμπτου τοῦ πλάτους τοῦ πλοίου, ὡς καθορίζεται εἰς τόν Κανονισμόν 2 τοῦ παρόντος Κεφαλαίου. Ἡ ἀπόστασις αὕτη μετρεῖται καθέτως πρός τόν ἄξονα τοῦ πλοίου εἰς τό ὕψος τῆς ἀνωτάτης γραμμῆς φορτώσεως τῆς ὑποδιαιρέσεως.

(ιι) Αἱ θύραι αὗται δέον νά κλείνωνται πρό τοῦ ἀπόπλου καί νά παραμένωσι κλεισταί κατά τήν διάρκειαν τοῦ πλοῦ, αἱ δέ ὧραι τοῦ ἀνοίγματος τῶν θυρῶν τούτων κατά τήν ἄφιξιν εἰς τόν λιμένα, ὡς καί τοῦ κλεισίματος αὐτῶν πρό τοῦ ἀπόπλου, δέον νά καταχωροῦνται εἰς τό ἡμερολόγιον. Ἐάν μία οἱαδήποτε τῶν θυρῶν τούτων παραμένη προσιτή κατά τόν πλοῦν, δέον αὕτη νά εἶναι ἐφωδιασμένη διά μέσου τοιούτου διά τοῦ ὁποίου θά ἐμποδίζεται τό ἄνοιγμα ἄνευ ἀδείας. Ὁσάκις προτείνεται ἡ ἐγκατάστασις τούτων θυρῶν ὁ ἀριθμός καί ἡ διάταξις αὐτῶν θά ἐξετάζωνται εἰδικῶς ὑπό τῆς Ἀρχῆς.

(ιγ) Ἀφαιρετά ἐλάσματα ἐπί τῶν διαφραγμάτων δέν ἐπιτρέπονται εἰμή ἐντός τῶν χώρων μηχανῶν. Τά τοιαῦτα ἐλάσματα δέον νά εὑρίσκωνται εἰς τήν θέσιν των πρό τοῦ ἀπόπλου τοῦ πλοίου καί δέν θά ἀφαιροῦνται κατά τήν διάρκειαν τοῦ πλοῦ εἰμή μόνον ἐν ἐσχάτη ἀνάγκη. Κατά τήν ἐπανατοποθέτησίν των δέον νά λαμβάνωνται πᾶσαι αἱ δέουσαι προφυλάξεις διά τήν στεγανότητα τῶν ἁρμῶν.

(ιδ) Ὅλαι αἱ στεγαναί θύραι δέον νά τηρῶνται κλεισταί κατά τήν διάρκειαν τοῦ πλοῦ καί νά ἀνοίγωνται μόνον δι' ὑπηρεσιακάς ἀνάγκας τοῦ πλοίου, νά εἶναι δέ πάντοτε ἕτοιμαι διά τό ἄμεσον κλείσιμον αὐτῶν.

(ιε) (ι) Ὅταν κύρια ἐγκάρσια στεγανά διαφράγματα διαπερῶνται ὑπό ὀχετῶν ἤ σηράγγων διά τήν ἐπικοινωνίαν τῶν ἐνδιαιτημάτων πληρώματος πρός τά λεβητοστάσια ἤ διά τήν δίοδον σωλήνων ἤ δι' ἄλλους σκοπούς, οἱ τοιοῦτοι ὀχετοί ἤ σήραγγες δέον νά εἶναι στεγανοί, συμφώνως πρός τόν κανονισμόν 16 τοῦ παρόντος Κεφαλαίου. Ἡ εἴσοδος εἰς τό ἕν τοὐλάχιστον ἄκρον ἑκάστου τῶν ἐν λόγῳ ὀχετῶν ἤ σηρράγγων, ἐφ' ὅσον χρησιμοποιοῦνται κατά τόν πλοῦν ὡς δίοδος, δέον νά εὑρίσκεται ἐπί στεγανοῦ φρέατος ἐπαρκοῦς ὕψους, ὥστε νά ἐπιτρέπη τήν εἴσοδον εἰς σημεῖον ἄνωθεν τῆς γραμμῆς ὁρίου βυθίσεως. Ἡ εἴσοδος εἰς τό ἕτερον ἄκρον τοῦ ὀχετοῦ ἤ τῆς σήραγγος δύναται νά εἶναι ἐφωδιασμένη διά στεγανῆς θύρας τοῦ ἀπαιτουμένου τύπου, ἀναλόγως τῆς θέσεως αὐτῆς ἐν τῷ πλοίῳ. Τοιοῦτοι ὀχετοί ἤ σήραγγες δέν ἐπιτρέπεται νά διαπερῶσι τό πρῶτον διάφραγμα ὑποδιαιρέσεως, τό εὑρισκόμενον ἀμέσως μετά τό διάφραγμα συγκρούσεως.

(ιι) Ὁσάκις πρόκειται νά τοποθετηθῶσι σήραγγες ἤ ὀχετοί τεχνητοῦ ἑλκυσμοῦ διερχόμενοι διά τῶν κυρίων στεγανῶν διαφραγμάτων, ἡ περίπτωσις τούτων δέον νά ἐξετάζηται ἰδιαιτέρως ὑπό τῆς Ἀρχῆς.

Κανονισμός 14

Ἀνοίγματα εἰς τό ἐξωτερικόν περίβλημα τοῦ πλοίου κάτωθι τῆς γραμμῆς ὁρίου βυθίσεως.

(α) Ὁ ἀριθμός τῶν ἀνοιγμάτων εἰς τό ἐξωτερικόν περίβλημα δέον νά περιορίζηται εἰς τό ἐλάχιστον ὅπερ συμβιβάζεται πρός τήν διαρρύθμισιν καί τήν κατάλληλον χρησιμοποίησιν τοῦ πλοίου.

(β) Ἡ διάταξις καί ἡ ἀποδοτικότης τῶν μέσων κλεισίματος πάντων τῶν ἐπί τοῦ ἐξωτερικοῦ περιβλήματος ἀνοιγμάτων, δέον νά ἀνταποκρίνωνται πρός τόν προορισμόν καί τήν θέσιν εἰς ἥν εὑρίσκονται καί γενικῶς νά τυγχάνωσι τῆς ἐγκρίσεως τῆς Ἀρχῆς.

(γ) (ι) Ἐάν εἰς ἕν ὑπόφραγμα, τό κάτω μέρος οἱασδήποτε παραφωτίδος εὑρίσκεται χαμηλότερον μιᾶς γραμμῆς χαρασσομένης παραλλήλως πρός τό ἐξωτερικόν ἴχνος τοῦ καταστρώματος στεγανῶν καί ἐχούσης τό κατώτατον αὐτῆς σημεῖον εἰς ὕψος 2½ τοῖς ἑκατόν τοῦ πλάτους τοῦ πλοίου ὑπεράνω τῆς ἀνωτάτης γραμμῆς φορτώσεως τῆς ὑποδιαρέσεως, ὅλαι αἱ παραφωτίδες τοῦ ὑποφράγματος τούτου δέον νά εἶναι τοῦ μονίμως κλειστοῦ τύπου.

(ιι) Ὅλαι αἱ παραφωτίδες τῶν ὁποίων τό κάτω μέρος εὑρίσκεται χαμηλότερον τῆς γραμμῆς ὁρίου βυθίσεως, ἐκτός ἐκείνων αἵτινες συμφώνως πρός τό ἐδάφιον (ι) τῆς παρούσης παραγράφου εἶναι κλειστοῦ τύπου, δέον νά εἶναι κατασκευασμέναι κατά τοιοῦτον τρόπον, ὥστε οὐδείς νά δύναται νά τάς ἀνοίξη ἄνευ τῆς συναινέσεως τοῦ πλοιάρχου.

(ιιι) (1) Ἐάν εἰς ἕν ὑπόφραγμα, τό κάτω μέρος οἱωνδήποτε παραφωτίδων, περί ὧν τό ἐδάφιον (ιι) τῆς παρούσης παραγράφου, εὑρίσκεται χαμηλότερον μιᾶς γραμμῆς χαρασσομένης παραλλήλως πρός τό ἐξωτερικόν ἴχνος τοῦ καταστρώματος στεγανῶν καί ἐχούσης τό κατώτατον αὐτῆς σημεῖον εἰς ὕψος 1,37 μ. (ἤ 4½ ποδῶν) σύν 2½ τοῖς ἑκατόν τοῦ πλάτους τοῦ πλοίου ὑπεράνω τῆς ἰσάλου γραμμῆς κατά τόν ἀπόπλουν τοῦ πλοίου ἐξ οἱουδήποτε λιμένος, ὅλαι αἱ παραφωτίδες τοῦ ὑποφράγματος δέον νά κλείωνται στεγανῶς διά κλειδός πρό τοῦ ἀπόπλου καί νά μήν ἀνοίγωνται πρό τοῦ κατάπλου τοῦ πλοίου εἰς τόν ἑπόμενον λιμένα. Ὅταν τό πλοῖον εὑρίσκεται εἰς γλυκέα ὕδατα, δύναται, κατά τήν ἐφαρμογήν τοῦ ἐδαφίου τούτου, νά γίνη ἡ ἀνάλογος ἔκπτωσις, ἐφ' ὅσον αὕτη εἶναι ἐφικτή.

(2) Αἱ ὧραι ἀνοίγματος τῶν παραφωτίδων τούτων ἐν λιμένι καί κλεισίματος

αὐτῶν διά κλειδός, πρό τοῦ ἀπόπλου, δέον νά καταχωροῦνται εἰς τό ἡμερολόγιον τοῦ πλοίου, ὡς θά προβλέπεται ὑπό τῆς 'Αρχῆς.

(3) 'Επί πλοίου εἰς τό ὁποῖον μιά ἤ πλείονες παραφωτίδες εἶναι τοποθετημέναι κατά τοιοῦτον τρόπον ὥστε νά ἔχωσι ἐφαρμογήν αἱ διατάξεις τοῦ ἐδαφίου (ιιι)(1) τῆς παρούσης παραγράφου (γ) ὅταν τό πλοῖον εὑρίσκεται εἰς τήν ἀνωτάτην γραμμήν φορτώσεως τῆς ὑποδιαιρέσεως, ἡ 'Αρχή δύναται νά προσδιορίσῃ τό ὅριον μέσου βυθίσματος εἰς τό ὁποῖον αἱ παραφωτίδες αὗται θά ἔχωσι τό κάτω μέρος αὐτῶν ἄνωθεν γραμμῆς χαρασσομένης παραλλήλως πρός τό ἐξωτερικόν ἴχνος τοῦ καταστρώματος στεγανῶν καί ἐχούσης τό κατώτατον αὐτῆς σημεῖον εἰς ὕψος 1,37 μέτρων (ἤ $4^1/_2$ ποδῶν) σύν $2^1/_2$ τοῖς ἑκατόν τοῦ πλάτους τοῦ πλοίου ὑπεράνω τῆς ἰσάλου γραμμῆς τῆς ἀντιστοιχούσης εἰς τό ὅριον τοῦ μέσου βυθίσματος καί μέχρι τοῦ ὁποίου συνεπῶς θά ἐπιτρέπεται ὁ ἀπόπλους ἄνευ προηγουμένου κλεισίματος τῶν παραφωτίδων τούτων διά κλειδός καί νά ἀνοίγωνται ἐν πλῷ ὑπ' εὐθύνην τοῦ πλοιάρχου κατά τόν πλοῦν πρός τόν ἑπόμενον λιμένα. Εἰς τροπικάς ζώνας, ὡς καθορίζονται ἐν τῇ ἐν ἰσχύϊ Διεθνῇ Συμβάσει Γραμμῶν Φορτώσεως, τό ὅριον τοῦτο τοῦ βυθίσματος δύναται νά αὐξηθῇ κατά 0,305 μ. (ἤ ἕνα πόδα).

(δ) 'Εφ' ὅλων τῶν παραφωτίδων, δέον νά τοποθετοῦνται ἰσχυρά ἐσωτερικά γιγγλυμωτά καλύμματα, τά ὁποῖα νά δύνανται εὐκόλως καί ἀποτελεσματικῶς νά κλείωνται ὑδατοστεγανῶς. Κατ' ἐξαίρεσιν, πρύμνηθεν τοῦ ἑνός ὀγδόου τοῦ μήκους τοῦ πλοίου ἀπό τῆς πρωραίας ὀρθίας καί ἄνωθεν γραμμῆς χαρασσομένης παραλλήλως πρός τό ἐξωτερικόν ἴχνος τοῦ καταστρώματος στεγανῶν καί ἐχούσης τό κατώτατον αὐτῆς σημεῖον εἰς ὕψος 3,66 μέτρων (ἤ 12 ποδῶν) σύν $2\frac{1}{2}$ τοῖς ἑκατόν τοῦ πλάτους τοῦ πλοίου ἄνωθεν τῆς ἀνωτάτης γραμμῆς φορτώσεως τῆς ὑποδιαιρέσεως, τά καλύμματα δύνανται νά εἶναι ἀφαιρετά εἰς τά ἐνδιαιτήματα ἐπιβατῶν, οὐχί δέ καί εἰς τά ἐνδιαιτήματα τά προοριζόμενα δι' ἐπιβάτας καταστρώματος, ἐκτός ἐάν τά καλύμματα, συμφώνως πρός τήν ἐν ἰσχύϊ Διεθνῆ Σύμβασιν περί Γραμμῶν Φορτώσεως, δέον νά εἶναι μονίμως τοποθετημένα εἰς τάς οἰκείας θέσεις των. Τοιαῦτα ἀφαιρετά καλύμματα δέον νά εὑρίσκωνται ἐγγύς τῶν παραφωτίδων, ἅς εἶναι προωρισμένα νά ἐξυπηρετῶσι.

(ε) Παραφωτίδες καί καλύμματα αὐτῶν, αἵτινες δέν εἶναι προσιταί κατά τήν διάρκειαν τοῦ πλοῦ, δέον νά κλείωνται καί νά ἀσφαλίζωνται πρό τοῦ ἀπόπλου.

(στ) (ι) Παραφωτίδες δέον νά μή τοποθετοῦνται ἐντός χώρων ἀποκλειστικῶς προοριζομένων διά φορτίον ἤ γαιάνθρακας.

(ιι) 'Εν πάσῃ περιπτώσει δύνανται νά τοποθετηθῶσι παραφωτίδες εἰς χώρους προοριζομένους διά τήν ἐναλλάξ μεταφοράν φορτίων ἤ ἐπιβατῶν, ἀλλά δέον νά εἶναι οὕτω πως κατασκευασμέναι, ὥστε οὐδείς νά δύναται νά ἀνοίγῃ τάς παραφωτίδας ταύτας ἄνευ τῆς συγκαταθέσεως τοῦ πλοιάρχου.

(ιιι) 'Εάν ἐντός τῶν χώρων τούτων μεταφέρεται φορτίον, αἱ παραφωτίδες καί τά καλύμματα αὐτῶν δέον νά κλείωνται ὑδατοστεγανῶς διά κλειδός πρό τῆς φορτώσεως τοῦ φορτίου καί νά γίνεται σχετική περί τούτου μνεία εἰς τό ἡμερολόγιον τοῦ πλοίου τό προβλεπόμενον ὑπό τῆς 'Αρχῆς.

(ζ) Παραφωτίδες αὐτομάτου ἀερισμοῦ δέν δύνανται νά τοποθετοῦνται εἰς τό ἐξωτερικόν περίβλημα κάτωθι τῆς γραμμῆς τοῦ ὁρίου βυθίσεως ἄνευ εἰδικῆς ἐγκρίσεως τῆς 'Αρχῆς.

(η) 'Ο ἀριθμός τῶν εὐδιαίων ἐξαγωγῶν ὑγιεινῆς καί ἄλλων ὁμοίας φύσεως ἀνοιγμάτων εἰς τό ἐξωτερικόν περίβλημα δέον νά περιορίζηται εἰς τό ἐλάχιστον, εἴτε διά τῆς ἐξυπηρετήσεως ὑπό ἑκάστης ἐξαγωγῆς ὅσον τό δυνατόν πλειόνων ἐκβολικῶν σωλήνων ὑγιεινῆς ἤ ἄλλων, εἴτε καί δι' οἱουδήποτε ἄλλου ἱκανοποιητικοῦ τρόπου.

(θ) (ι) "Ολαι αἱ λήψεις ὕδατος καί αἱ ἐξαγωγαί ἐπί τοῦ ἐξωτερικοῦ περιβλήματος, δέον νά εἶναι ἐφωδιασμέναι δι' ἀποτελεσματικῶν καί προσιτῶν ρυθμίσεων, ὥστε νά ἀποκλείεται ἡ αἰφνιδία εἰσροή ὕδατος ἐντός τοῦ πλοίου. 'Η χρῆσις μολύβδου ἤ ἄλλου ὑλικοῦ προσβαλλομένου ὑπό τῆς θερμότητος ἀπαγορεύεται διά τούς σωλῆνας λήψεων θαλάσσης ἤ τῶν ἐξαγωγῶν εἰς τήν θάλασσαν, ἤ δι' οἱανδήποτε ἄλλην χρῆσιν διά τήν ὁποίαν ἡ βλάβη τῶν σωλήνων τούτων ἐν περιπτώσει πυρκαϊᾶς ἤθελε προκαλέσει κίνδυνον κατακλύσεως.

(ιι) (1) 'Εξαιρέσει τῶν προβλεπομένων ἐν ἐδαφίῳ (ιιι) τῆς παρούσης παραγράφου, ἑκάστη κεχωρισμένη ἐξαγωγή ἐκ χώρων εὑρισκομένων κάτωθι τῆς γραμμῆς ὁρίου βυθίσεως καί διερχομένη διά τοῦ ἐξωτερικοῦ περιβλήματος, δέον νά εἶναι ἐφωδιασμένη εἴτε δι' ἑνός αὐτομάτου ἀντεπιστρεπτικοῦ ἐπιστομίου ἐφωδιασμένου διά ἀποτελεσματικοῦ μέσου κλεισίματος αὐτοῦ, χειριζομένου ἐκ σημείου ἄνωθεν τοῦ καταστρώματος στεγανῶν, εἴτε ἐναλλακτικῶς, διά δύο αὐτομάτων ἀντεπιστρεπτικῶν ἐπιστομίων, μή ἐφωδιασμένων διά τοιούτου μέσου κλεισίματος, τό ἀνώτερον τῶν ὁποίων θά εἶναι οὕτω τοποθετημένον ἄνωθεν τῆς ἀνωτάτης γραμμῆς φορτώσεως τῆς ὑποδιαιρέσεως, ὥστε νά εἶναι πάντοτε προσιτόν πρός ἐπιθεώρησιν ὑπό τάς συνθήκας ὑπηρεσίας καί θά εἶναι τύπου κανονικῶς κλειομένου.

(2) 'Οσάκις τοποθετεῖται ἐπιστόμιον μετ' ἀποτελεσματικοῦ μέσου κλεισίματος, ἡ θέσις χειρισμοῦ αὐτοῦ ἄνωθεν τοῦ καταστρώματος στεγανῶν, δέον νά εἶναι πάντοτε εὐκόλως προσιτή, ἐπί πλέον δέ δέον νά ὑπάρχωσι μέσα ἐνδείξεως ἐάν τό ἐπιστόμιον εἶναι ἀνοικτόν ἤ κλειστόν.

(ιιι) Αἱ κύριαι καί βοηθητικαί λήψεις θαλάσσης καί ἐξαγωγαί αἱ σχετικαί μέ τάς μηχανάς, δέον νά εἶναι ἐφωδιασμέναι διά κρουνῶν ἤ ἐπιστομίων εἰς θέσεις εὐκόλως προσιτάς, μεταξύ τῶν σωλήνων καί τοῦ ἐξωτερικοῦ περιβλήματος, ἤ μεταξύ τῶν σωλήνων καί τῶν κιβωτιδίων τῶν προσηρμοσμένων ἐπί τοῦ ἐξωτερικοῦ περιβλήματος.

(ι) (ι) Θυρίδες ἐπιβιβάσεως, φορτοθυρίδες καί θυρίδες ἀνθρακεύσεως εὑρισκόμεναι κάτωθεν τῆς γραμμῆς ὁρίου βυθίσεως δέον νά εἶναι ἐπαρκοῦς ἀντοχῆς. Αὗται δέον νά κλείωνται στεγανῶς πρό τοῦ ἀπόπλου τοῦ πλοίου καί νά διατηροῦνται κλεισταί κατά τήν διάρκειαν τοῦ πλοῦ.

(ιι) Αἱ ἀνώτεραι θυρίδες ἐν οὐδεμιᾷ περιπτώσει θά εἶναι τοποθετημέναι κατά τρόπον ὥστε τό κατώτατον αὐτῶν σημεῖον νά εὑρίσκηται κάτωθεν τῆς ἀνωτάτης ἐμφόρτου ἰσάλου τῆς ὑποδιαιρέσεως.

(ια) (ι) Τά ἐσωτερικά στόμια τῶν ἐκβολέων τέφρας, ἀπορριμμάτων κ.λπ. δέον νά εἶναι ἐφωδιασμένα διά καταλλήλου πώματος.

(ιι) 'Εάν τό ἐσωτερικόν στόμιον εὑρίσκεται κάτωθι τῆς γραμμῆς ὁρίου βυθίσεως, τό πῶμα δέον νά εἶναι ὑδατοστεγανόν καί προσθέτως ὁ ὀχετός τοῦ ἐκβολέως δέον νά εἶναι ἐφωδιασμένος δι' αὐτομάτου ἀντεπιστρεπτικοῦ ἐπιστομίου, εἰς προσιτόν σημεῖον ἄνωθεν τῆς ἀνωτάτης γραμμῆς φορτώσεως τῆς ὑποδιαιρέσεως. "Οταν ὁ ἐκβολεύς δέν εἶναι ἐν χρήσει, τόσον τό πῶμα ὅσον καί τό ἐπιστόμιον δέον νά τηρῶνται κλειστά καί ἀσφαλισμένα.

Κανονισμός 15

Κατασκευή καί 'Αρχικαί Δοκιμαί Στεγανῶν Θυρῶν, Παραφωτίδων κ.λπ.

(α) (ι) Τό σχέδιον, τά ὑλικά καί ὁ τρόπος κατασκευῆς ὅλων τῶν στεγανῶν θυρῶν, παραφωτίδων, θυρίδων ἐπιβιβάσεως, φορτοθυρίδων καί θυρίδων ἀνθρακεύ-

σεως, ἐπιστομίων, σωλήνων, ἐκβολέων τεφρῶν καί ἀπορριμμάτων, περί ὧν οἱ παρόντες Κανονισμοί, δέον νά τυγχάνωσι τῆς ἐγκρίσεως τῆς 'Αρχῆς.

(ιι) Τά πλαίσια τῶν κατακορύφων στεγανῶν θυρῶν δέον νά μή παρουσιάζωσι εἰς τό κατώτατον αὐτῶν μέρος οὐδεμίαν αὔλακωσιν ἐντός τῆς ὁποίας θά ἦτο δυνατόν νά συσσωρευθῶσιν ἀκαθαρσίαι ἐμποδίζουσαι τήν θύραν νά κλείῃ καλῶς.

(ιιι) Ὅλοι οἱ κρουνοί καί τά ἐπιστόμια τῶν λήψεων θαλάσσης καί τῶν ἐξαγωγῶν κάτωθεν τοῦ καταστρώματος στεγανῶν καί ὅλα τά ἐξαρτήματα τῶν τοιούτων κρουνῶν καί ἐπιστομίων, καθώς καί αἱ συνδέσεις αὐτῶν ἐπί τοῦ πλοίου θά εἶναι κατασκευασμένα ἐκ χάλυβος, ὀρειχάλκου ἤ ἑτέρου ἐγκεκριμένου ἐλατοῦ ὑλικοῦ. Δέν θά χρησιμοποιῆται ὁ κοινός χυτοσίδηρος ἤ τά ὅμοια ὑλικά.

(β) Πᾶσα στεγανή θύρα δέον νά δοκιμάζηται δι' ὑδραυλικῆς πιέσεως ὑδατοστήλης ὕψους μέχρι τοῦ καταστρώματος στεγανῶν. 'Η δοκιμή αὕτη δέον νά ἐκτελῆται πρωτοῦ τό πλοῖον τεθῇ ἐν ὑπηρεσίᾳ εἴτε πρό τῆς τοποθετήσεως τῆς θύρας εἴτε μετά τήν τοποθέτησιν αὐτῆς.

Κανονισμός 16

Κατασκευή καί 'Αρχικαί Δοκιμαί Στεγανῶν Καταστρωμάτων, 'Οχετῶν κ.λπ.

(α) Στεγανά καταστρώματα, ὀχετοί, σήραγγες, κοῖλαι τρόπιδες καί ἀεραγωγοί, ὅταν εἶναι στεγανῆς κατασκευῆς, δέον νά εἶναι ἀντοχῆς ἴσης πρός τήν τῶν στεγανῶν διαφραγμάτων εἰς τά ἀντίστοιχα ὕψη. Τά χρησιμοποιούμενα μέσα διά τήν ἐπίτευξιν στεγανότητος καί αἱ υἱοθετούμεναι διατάξεις διά τό κλείσιμον τῶν ἀνοιγμάτων αὐτῶν δέον νά τυγχάνωσι τῆς ἐγκρίσεως τῆς 'Αρχῆς. Οἱ στεγανοί ἀεραγωγοί καί οἱ ὀχετοί δέον νά ἐξικνοῦνται τοὐλάχιστον μέχρι τοῦ καταστρώματος στεγανῶν.

(β) Μετά τό πέρας τῆς κατασκευῆς, δέον νά ἐκτελῆται ἐπί τῶν στεγανῶν καταστρωμάτων δοκιμή δι' ἐκσφενδονίσεως ὕδατος δι' εὐκάμπτου σωλῆνος ἤ διά κατακλύσεως αὐτῶν δι' ὕδατος, καθώς ἐπίσης καί δοκιμή δι' ἐκσφενδονίσεως ὕδατος δι' εὐκάμπτου σωλῆνος ἐπί τῶν στεγανῶν ὀχετῶν, σηράγγων καί ἀεραγωγῶν.

Κανονισμός 17

Στεγανότης ἄνωθεν τῆς Γραμμῆς 'Ορίου Βυθίσεως

(α) Δύναται νά ἀπαιτηθῇ ὑπό τῆς 'Αρχῆς ὅπως λαμβάνωνται πάντα τά λογικά καί πρακτικά μέτρα διά τόν περιορισμόν τῆς εἰσροῆς καθώς καί τῆς ροῆς τοῦ ὕδατος ἄνωθεν τοῦ καταστρώματος στεγανῶν. Τοιαῦτα μέτρα δύνανται νά περιλαμβάνωσι τμηματικά διαφράγματα ἤ πλαίσια. Ὅταν τοποθετοῦνται οὕτω στεγανά τμηματικά διαφράγματα ἤ πλαίσια ἐπί τοῦ καταστρώματος στεγανῶν ὑπεράνω ἤ εἰς ἄμεσον γειτνίασιν τῶν κυρίων στεγανῶν διαφραγμάτων, ταῦτα δέον νά συνδέωνται ὑδατοστεγῶς μετά τοῦ περιβλήματος καί τοῦ καταστρώματος στεγανῶν, εἰς τρόπον ὥστε νά μειοῦται ἡ ροή τοῦ ὕδατος κατά μῆκος το καταστρώματος ὅταν τό ὑποστάν βλάβην πλοῖον ἔχῃ ἐγκαρσίαν κλίσιν. Ὅταν τό τμηματικόν στεγανόν διάφραγμα δέν τοποθετεῖται ἐν εὐθυγραμμίᾳ πρός τό ὑποκάτω στεγανόν διάφραγμα, τότε τό τμῆμα τοῦ καταστρώματος στεγανῶν τό περιλαμβανόμενον μεταξύ αὐτῶν θά κατασκευάζεται ὑδατοστεγές.

(β) Τό κατάστρωμα στεγανῶν ἤ τό ἄνωθεν αὐτοῦ κατάστρωμα δέον νά εἶναι ἀδιαπέραστον ὑπό εἰσρεόντων ὑδάτων, ὑπό τήν ἔννοιαν ὅτι ὑπό συνήθεις συνθήκας πλεύσεως δέν θά εἰσδύσῃ ὕδωρ πρός τά κάτω. Ὅλα τά ἐπί τοῦ ἐκτεθειμένου καταστρώματος ἀνοίγματα δέον νά περιβάλλωνται ὑπό τοιχωμάτων ἐπαρκοῦς ὕψους καί ἀντοχῆς καί νά εἶναι ἐφωδιασμένα μέ ἐπαρκῆ μέσα ἐπιτρέποντα τό ταχύ κλείσιμον αὐτῶν ὑδατοστεγῶς ὑπό ὑδάτων θαλάσσης. Θυρίδες ἐκροῆς ὕδατος εἰς τό δρύφακτον, ἀνοικτά κιγκλιδώματα καί οἱ εὐδίαιοι δέον νά τοποθετοῦνται ὡς ἀπαιτεῖται διά ταχεῖαν ἐκροήν τοῦ ὕδατος ἐξ ἐκτιθεμένου καταστρώματος ὑφ' οἱασδήποτε καιρικάς συνθήκας.

(γ) Παραφωτίδες, θυρίδες ἐπιβιβάσεως, φορτοθυρίδες καί θυρίδες ἀνθρακεύσεως, ὡς καί ἄλλα μέσα κλεισίματος ἀνοιγμάτων ἐπί τοῦ ἐξωτερικοῦ περιβλήματος ἄνωθεν τῆς γραμμῆς ὁρίου βυθίσεως, δέον νά εἶναι καταλλήλως ἐσχεδιασμέναι καί κατεσκευασμέναι καί ἐπαρκοῦς ἀντοχῆς, λαμβανομένων ὑπ' ὄψιν τῶν χώρων ἐπί τῶν ὁποίων εἶναι τοποθετημέναι καί τῶν θέσεών των ἐν σχέσει πρός τήν ἀνωτάτην γραμμήν φορτώσεως τῆς ὑποδιαιρέσεως.

(δ) Θά προβλέπωνται κατάλληλα ἐσωτερικά καλύμματα παραφωτίδων διατεθειμένα εἰς τρόπον ὥστε νά δύνανται νά κλείωσιν εὐκόλως καί τελεσφόρως καί νά στερεοῦνται ὑδατοστεγῶς, δι' ἁπάσας τάς παραφωτίδας τάς τοποθετημένας κάτωθεν τοῦ πρώτου καταστρώματος ἄνωθεν τοῦ κυρίου καταστρώματος.

Κανονισμός 18

Διατάξεις 'Απαντλήσεως Κυτῶν εἰς 'Επιβατηγά Πλοῖα

(α) Τά πλοῖα δέον νά εἶναι ἐφωδιασμένα μέ ἱκανοποιητικήν ἐγκατάστασιν ἀπαντλήσεως κύτους, ἱκανήν διά τήν ἀπάντλησιν καί τήν ἀποστράγγισιν οἱουδήποτε στεγανοῦ διαμερίσματος, ὑφ' ὅλας τάς ἐν τῇ πράξει συνθήκας κατόπιν βλάβης, εἴτε κατακόρυφον εἶναι τό πλοῖον εἴτε κεκλιμμένον, ἐξαιρουμένων τῶν διαμερισμάτων ἐκείνων ἅτινα προορίζονται μονίμως διά πετρέλαιον ἤ ὕδωρ. Πρός τόν σκοπόν τοῦτον εἶναι γενικῶς ἀναγκαία ἡ ὕπαρξις πλευρικῶν ἀναρροφήσεων, ἐξαιρέσει τῶν στενῶν διαμερισμάτων τῶν εὑρισκομένων εἰς τά ἄκρα τοῦ πλοίου, ἔνθα μία μόνον ἀναρρόφησις δύναται νά θεωρηθῇ ἐπαρκής. Εἰς διαμερίσματα ἀσυνήθους σχήματος, δύνανται νά ἀπαιτηθῶσιν ἐπιπρόσθετοι ἀναρροφήσεις. Δέον νά ὑπάρχῃ κατάλληλος διάταξις ἐπιτρέπουσα εἰς τό ὕδωρ νά ρέῃ ἐλευθέρως πρός τούς ἀναρροφητικούς σωλῆνας τοῦ διαμερίσματος. 'Εάν ἡ 'Αρχή παραδεχθῇ ὅτι διά ὡρισμένα διαμερίσματα δέν ἀπαιτοῦνται διατάξεις ἀπαντλήσεως, δύναται νά ἐπιτρέψῃ τήν μή ἐφαρμογή ταύτης, ἐάν οἱ γενόμενοι ὑπολογισμοί συμφώνως πρός τούς ὅρους τῆς παραγράφου (β) τοῦ Κανονισμοῦ 7 τοῦ παρόντος Κεφαλαίου ἀποδεικνύουσιν ὅτι δέν θά μειωθῇ ἡ ἀσφάλεια τοῦ πλοίου. Θά προβλέπωνται ἀποτελεσματικά μέσα ἀποστραγγίσεως τῶν ὑδάτων εἰς κύτη φέροντα μόνωσιν.

(β) (ι) Τά πλοῖα θά εἶναι ἐφωδιασμένα διά τριῶν τοὐλάχιστον μηχανοκινήτων ἀντλιῶν συνδεδεμένων μετά τοῦ κυρίου ἀγωγοῦ ἀπαντλήσεως κύτους, ἐκ τῶν ὁποίων ἡ μία δύναται νά λαμβάνῃ κίνησιν ἀπό τήν προωστήριον μηχανήν. 'Εάν ὁ δείκτης κριτηρίου εἶναι 30 καί ἄνω, δέον νά ὑπάρχῃ μία ἐπιπρόσθετος ἀνεξάρτητος μηχανοκίνητος ἀντλία.

(ιι) 'Ο κατωτέρω πίναξ δίδει τόν ἀριθμόν τῶν ἀπαιτουμένων ἀντλιῶν:

Δείκτης κριτηρίου	Μικρότερος τοῦ 30	30 καί ἄνω
'Αντλία κινουμένη ἐκ τῆς κυρίας μηχανῆς (δύναται νά ἀντικατασταθῇ ὑπό μιᾶς ἀνεξαρτήτου μηχανοκινήτου ἀντλίας)	1	1
'Ανεξάρτητοι μηχανοκίνητοι ἀντλίαι	2	3

(ιιι) 'Αντλίαι ὑγιεινῆς, ἕρματος καί γενικῆς χρήσεως δύνανται νά θεωρῶνται ὡς ἀνεξάρτητοι μηχανοκίνητοι ἀντλίαι, ὅταν εἶναι συνδεδεμέναι πρός τό δίκτυον ἀπαντλήσεως κυτῶν.

(γ) Ὅπου εἶναι πρακτικῶς δυνατόν, αἱ μηχανοκίνητοι ἀντλίαι κύτους δέον νά

τοποθετοῦνται εἰς κεχωρισμένα στεγανά διαμερίσματα οὕτω πως διατεταγμένα ἤ τοποθετημένα, ὥστε ταῦτα νά μή κατακλύζωνται ἀμέσως συνεπείᾳ τῆς αὐτῆς βλάβης. Ἐάν αἱ μηχαναί καί οἱ λέβητες εὑρίσκωνται εἰς δύο ἤ πλείονα στεγανά διαμερίσματα, αἱ διά τήν ἀπάντλησιν τῶν κυτῶν διαθέσιμοι ἀντλίαι δέον νά εἶναι κατά τό δυνατόν διανεμημέναι εἰς τά διαμερίσματα ταῦτα.

(δ) Ἐπί πλοίων μήκους 91,5 μέτρων (ἤ 300 ποδῶν) ἤ ἐχόντων δείκτην κριτηρίου 30 καί ἄνω, ἡ διάταξις δέον νά εἶναι τοιαύτη ὥστε μία τοὐλάχιστον μηχανοκίνητος ἀντλία νά εἶναι διαθέσιμος πρός χρῆσιν ὑφ' ὅλας τάς συνήθεις συνθήκας, ὑφ' ἅς τό πλοῖον θά ἦτο δυνατόν νά κατακλυσθῇ ἐν πλῷ. Ἡ ἀπαίτησις αὕτη θά θεωρηθῇ ἐκπληρωθεῖσα ἐάν:

(ι) μία τῶν ἀπαιτουμένων ἀντλιῶν εἶναι ἀντλία ἀσφαλείας ἠγγυημένου ὑποβρυχίου τύπου, λαμβάνουσα ἐνέργειαν κινήσεως ἐκ πηγῆς κειμένης ἄνωθεν τοῦ καταστρώματος στεγανῶν, ἤ

(ιι) αἱ ἀντλίαι καί αἱ πηγαί ἐνεργείας διά τήν κίνησίν των εἶναι οὕτω πως διατεταγμέναι καθ' ὅλον τό μῆκος τοῦ πλοίου ὥστε, ὑπό οἱασδήποτε συνθήκας κλύσεως, ἅς τό πλοῖον ἀπαιτεῖται νά ἀντιμετωπίσῃ, μία τοὐλάχιστον ἀντλία, εὑρισκομένη εἰς μή βλαβέν διαμέρισμα, νά δύναται νά χρησιμοποιηθῇ.

(ε) Ἐξαιρέσει τῶν προσθέτων ἀντλιῶν τῶν προοριζομένων μόνον διά τήν ἀποκλειστικήν ἐξυπηρέτησιν τῶν ἀκραίων δεξαμενῶν ζυγοσταθμίσεως, ἑκάστη ἀπαιτουμένη ἀντλία κύτους δέον νά εἶναι διατεταγμένη κατά τρόπον ἐπιτρέποντα τήν ὑπ' αὐτῆς ἀναρρόφησιν ἐξ οἱουδήποτε διαμερίσματος τοῦ ὁποίου ἡ ἀπάντλησις ἀπαιτεῖται ἐκ τῆς ἐφαρμογῆς τῶν διατάξεων τῆς παραγράφου (α) τοῦ παρόντος Κανονισμοῦ.

(στ) (ι) Ἑκάστη ἀνεξάρτητος μηχανοκίνητος ἀντλία κύτους δέον νά εἶναι ἱκανή νά προσδίδῃ ταχύτητα εἰς τό ὕδωρ, ἐντός τοῦ ἀπαιτουμένου κυρίου ἀγωγοῦ ἀπαντλήσεως κύτους, οὐχί μικροτέραν τῶν 122 μέτρων (ἤ 400 ποδῶν) ἀνά λεπτόν. Ἀνεξάρτητοι μηχανοκίνητοι ἀντλίαι κύτους ἐγκατεστημέναι εἰς χώρους μηχανῶν δέον νά ἔχωσιν ἀπ' εὐθείας ἀναρροφήσεις ἐκ τῶν χώρων τούτων, ὑπό τήν ἐπιφύλαξιν ὅτι δέν θά ἀπαιτηθῶσι περισσότεραι τῶν δύο ἀναρροφήσεων δι' ἕκαστον τῶν χώρων τούτων. Ὅταν ὑπάρχωσι δύο ἤ περισσότεραι τοιαῦται ἀναρροφήσεις θά προβλέπεται μία τοὐλάχιστον εἰς τήν ἀριστεράν πλευράν καί μία εἰς τήν δεξιάν. Ἡ Ἀρχή δύναται νά ἀπαιτήσῃ ὅπως ἀνεξάρτητοι μηχανοκίνητοι ἀντλίαι κύτους ἐγκατεστημέναι εἰς ἄλλους χώρους ἔχωσι κεχωρισμένως ἀπ' εὐθείας ἀναρροφήσεις. Αἱ ἀπ' εὐθείας ἀναρροφήσεις δέον νά εἶναι καταλλήλως διατεταγμέναι καί αἱ ἐκ τούτων εὑρισκόμεναι εἰς χῶρον μηχανῶν δέον νά ἔχωσι διάμετρον οὐχί μικροτέραν τῆς τοῦ κυρίου ἀγωγοῦ ἀπαντλήσεως κύτους.

(ιι) Εἰς πλοῖα καίοντα γαιάνθρακας, δέον νά ὑπάρχῃ εἰς τό λεβιτοστάσιον, ἐπί πλέον τῶν ἄλλων ἀναρροφήσεων τῶν προβλεπομένων ὑπό τοῦ παρόντος Κανονισμοῦ, εἰς εὔκαμπτος ἀναρροφητικός σωλήν καταλλήλου διαμέτρου καί ἀρκετοῦ μήκους, ὁ ὁποῖος νά δύναται νά συνδεθῇ εἰς τήν ἀναρρόφησιν μιᾶς ἀνεξαρτήτου μηχανοκινήτου ἀντλίας.

(ζ) (ι) Ἐπί πλέον τῆς ἀπ' εὐθείας ἀναρροφήσεως ἤ ἀναρροφήσεων τῶν καθοριζομένων ὑπό τῆς παραγράφου (στ) τοῦ παρόντος Κανονισμοῦ, θά ὑπάρχῃ ἐντός τοῦ χώρου μηχανῶν μία ἀπ' εὐθείας ἀναρρόφησις ἀπό τῆς κυρίας ἀντλίας κυκλοφορίας μέχρι τοῦ σημείου ἀποστραγγίσεως τῶν χώρων μηχανῶν ἐφωδιασμένη δι' ἑνός ἀντεπιστρεπτικοῦ ἐπιστομίου. Ἡ διάμετρος τοῦ σωλῆνος τῆς ἀπ' εὐθείας ταύτης ἀναρροφήσεως θά εἶναι τοὐλάχιστον τά 2/3 τῆς διαμέτρου ἀναρροφήσεως τῆς ἀντλίας εἰς τήν περίπτωσιν τῶν ἀτμοπλοίων, τῆς αὐτῆς δέ διαμέτρου πρός τήν ἀναρρόφησιν τῆς ἀντλίας εἰς τήν περίπτωσιν τῶν πετρελαιοπλοίων.

(ιι) Ἐάν κατά τήν γνώμην τῆς Ἀρχῆς, ἡ κυρία ἀντλία κυκλοφορίας δέν εἶναι κατάλληλος πρός τόν σκοπό τοῦτον, τότε θά ἄγεται μία ἀπ' εὐθείας ἀναρρόφησις ἀσφαλείας κύτους ἀπό τῆς μεγίστης ἐπί τοῦ πλοίου μηχανοκινήτου ἀντλίας μέχρι τοῦ σημείου ἀποστραγγίσεως τοῦ χώρου μηχανῶν. Ἡ διάμετρος τῆς ἀναρροφήσεως ταύτης θά εἶναι ἴση πρός τήν διάμετρον ἀναρροφήσεως τῆς χρησιμοποιουμένης ἀντλίας. Ἡ παροχή τῆς ἀντλίας ταύτης, οὕτω συνδεδεμένης, θά ὑπερβαίνῃ κατά ποσότητα, ἱκανοποιοῦσαν τήν Ἀρχήν, τήν παροχήν τήν ἀπαιτουμένην διά μίαν ἀντλίαν κύτους τῆς ἐγκαταστάσεως.

(ιιι) Τά βάκτρα τῶν ἐπιστομίων λήψεως θαλάσσης καί τῶν ἀπ' εὐθείας ἀναρροφήσεων δέον νά ἐπεκτείνωνται ἀρκετά ὑπεράνω τοῦ δαπέδου τοῦ μηχανοστασίου.

(ιν) Ἐάν τό χρησιμοποιούμενον καύσιμον εἶναι ἤ δύναται νά εἶναι γαιάνθραξ καί ἐάν δέν ὑπάρχῃ στεγανόν διάφραγμα μεταξύ τῶν μηχανῶν καί τῶν λεβήτων, δέον νά τοποθετῆται εἰς πᾶσαν ἀντλίαν κυκλοφορίας χρησιμοποιουμένην κατ' ἐφαρμογήν τοῦ ἐδαφίου (ι) τῆς παρούσης παραγράφου, εἴτε μία ἀπ' εὐθείας κατάθλιψις ἐκτός πλοίου, εἴτε διαζευκτικῶς μία συνδεδεμένη μέ τήν κατάθλιψιν τῆς ἀντλίας κυκλοφορίας.

(η) (ι) Ὅλαι αἱ σωληνώσεις αἱ ἐξυπηρετοῦσαι τήν ἀπάντλησιν χώρων φορτίου ἤ μηχανῶν, δέον νά εἶναι ἐντελῶς κεχωρισμέναι τῶν σωληνώσεων αἱ ὁποῖαι χρησιμεύουν διά τήν πλήρωσιν ἤ ἐκκένωσιν τῶν δεξαμενῶν ὕδατος ἤ πετρελαίου.

(ιι) Ὅλοι οἱ σωλῆνες τοῦ δικτύου κύτους οἱ χρησιμοποιούμενοι ἐντός ἤ κάτωθεν τῶν ἀνθρακαποθηκῶν ἤ τῶν πετρελαιοαποθηκῶν καυσίμου ἤ ἐντός χώρων λεβήτων ἤ μηχανῶν, περιλαμβανομένων τῶν χώρων ἐντός τῶν ὁποίων ὑπάρχουσι δεξαμεναί κατακαθίσεως πετρελαίου ἤ συγκροτήματα ἀντλιῶν πετρελαίου καυσίμου, θά εἶναι κατεσκευασμένοι ἐκ χάλυβος ἤ ἐξ ἄλλου ἐγκεκριμένου ὑλικοῦ.

(θ) Ἡ διάμετρος τοῦ κυρίου ἀγωγοῦ ἀπαντλήσεως κύτους θά ὑπολογίζεται συμφώνως πρός τόν κατωτέρω τύπον, ὑπονοουμένου ὅτι, ἡ ἐσωτερική διάμετρος τοῦ κυρίου ἀγωγοῦ ἀπαντλήσεως δύναται νά ἔχῃ μίαν ἐκ τῶν πλησιεστέρων τυποποιημένων τιμῶν, ἥτις θά θεωρῆται ὑπό τῆς Ἀρχῆς ὡς παραδεκτή:

$$d = 1.68\sqrt{L(B + D)} + 25$$

ἔνθα,

d = ἐσωτερική διάμετρος τοῦ κυρίου ἀγωγοῦ ἀπαντλήσεως εἰς χιλιοστόμετρα
L = μῆκος πλοίου εἰς μέτρα
B = πλάτος πλοίου εἰς μέτρα
D = κοῖλον τοῦ πλοίου μέχρι τοῦ καταστρώματος στεγανῶν, εἰς μέτρα.

ἤ

$$d = \sqrt{\frac{L(B + D)}{2,500}} + 1$$

ἔνθα,

d = ἐσωτερική διάμετρος τοῦ κυρίου ἀγωγοῦ ἀπαντλήσεως εἰς δακτύλους
L = μῆκος πλοίου εἰς πόδας
B = πλάτος πλοίου εἰς πόδας
D = κοῖλον τοῦ πλοίου μέχρι τοῦ καταστρώματος στεγανῶν εἰς πόδας.

Ἡ διάμετρος τῶν διακλαδώσεων τοῦ κυρίου ἀγωγοῦ ἀπαντλήσεως θά ὑπολογίζεται διά κανόνων καθοριζομένων ὑπό τῆς Ἀρχῆς.

(ι) Ἡ διάταξις τοῦ δικτύου ἀπαντλήσεως κύτους καί τοῦ δικτύου ἕρματος δέον νά εἶναι τοιαύτη, ὥστε νά ἀποκλείεται ἡ δυνατότης εἰσροῆς ὕδατος ἐκ τῆς θαλάσσης ἤ

ἐκ χώρων ἕρματος ἐντός τῶν χώρων φορτίου καί μηχανῶν, ἤ ἐξ ἑνός διαμερίσματος εἰς ἄλλο. Εἰδική μέριμνα δέον νά λαμβάνηται προκειμένου περί δεξαμενῆς κύτους συνδεδεμένης πρός τό δίκτυον ἀπαντλήσεως κύτους καί ἕρματος, ὥστε νά μή δύναται αὕτη νά πληρωθῇ ἐξ ἀβλεψίας διά θαλασσίου ὕδατος, ὅταν περιέχῃ φορτίον, ἤ νά ἐκκενωθῇ διά τινος σωλῆνος ἀπαντλήσεως κύτους, ὅταν περιέχῃ ὑδάτινον ἕρμα.

(ια) Δέον νά λαμβάνεται μέριμνα, ὥστε διαμέρισμά τι ἐξυπηρετούμενον ὑπό ἀναρροφητικοῦ σωλῆνος ἀπαντλήσεως κύτους,νά μή δύναται νά κατακλυσθῇ ἐάν ὁ σωλήν οὗτος ἀποκοπῇ ἤ ὑποστῇ βλάβην εἰς ἕτερον διαμέρισμα, συνεπείᾳ συγκρούσεως ἤ προσαράξεως. Πρός τόν σκοπόν τοῦτον, ὅπου ὁ σωλήν οὗτος εὑρίσκεται εἰς ἀπόστασιν ἀπό τῆς πλευρᾶς τοῦ πλοίου ἐγγυτέραν τοῦ ἑνός πέμπτου τοῦ πλάτους τοῦ πλοίου (μετρουμένην κατ' ὀρθήν γωνίαν πρός τόν διαμήκη ἄξονα τοῦ πλοίου εἰς τό ὕψος τῆς ἀνωτάτης γραμμῆς φορτώσεως τῆς ὑποδιαιρέσεως) ἤ ἐάν διέρχεται διά κοίλης τρόπιδος, δέον νά ὑπάρχῃ ἐπί τοῦ σωλῆνος ἀντεπιστρεπτικό ἐπιστόμιον τοποθετημένον εἰς τό διαμέρισμα τό περιέχον τό ἀνοικτόν ἄκρον τοῦ σωλῆνος.

(ιβ) "Ολα τά κιβώτια διανομῆς, οἱ κρουνοί καί τά ἐπιστόμια τοῦ συστήματος ἀπαντλήσεως κυτῶν δέον νά εὑρίσκωνται εἰς θέσεις προσιτάς ἐν παντί χρόνῳ καί ὑπό πάσας τάς συνήθεις συνθήκας. Ἡ διάταξις αὐτῶν δέον νά εἶναι τοιαύτη ὥστε εἰς περίπτωσιν κατακλύσεως, ἡ μία τῶν ἀντλιῶν κύτους νά δύναται νά ἀναρροφήσῃ ἐξ οἱουδήποτε διαμερίσματος. Ἐπί πλέον, ἐάν ἤθελε λάβει χώραν ζημία εἰς μίαν ἀντλίαν ἤ εἰς τόν σωλῆνα αὐτῆς τόν συνδεόμενον πρός τόν κύριον ἀγωγόν ἀπαντλήσεως ὅταν ταῦτα εὑρίσκωνται εἰς ἀπόστασιν μικροτέραν τοῦ ἑνός πέμπτου τοῦ πλάτους τοῦ πλοίου ἀπό τῆς πλευρᾶς τοῦ πλοίου, νά μή δύναται αὕτη νά ἐμποδίσῃ τήν λειτουργίαν τοῦ συστήματος τῆς ἀπαντλήσεως τῶν κυτῶν. Ἐάν ὑπάρχῃ ἕν μόνον δίκτυον σωληνώσεων κοινόν εἰς ὅλας τάς ἀντλίας, ὁ χειρισμός τῶν ἀναγκαίων κρουνῶν ἤ ἐπιστομίων δέον νά δύναται νά ἐκτελῆται ἀπό σημείου εὑρισκομένου ἄνωθεν τοῦ καταστρώματος στεγανῶν. Ἐάν, πλήν τοῦ κυρίου δικτύου ἀπαντλήσεως κυτῶν, ὑπάρχῃ δίκτυον κινδύνου, τοῦτο δέον νά εἶναι ἀνεξάρτητον τοῦ κυρίου δικτύου καί νά εἶναι οὕτω πως διατεταγμένον ὥστε μία ἀντλία νά δύναται νά ἐξυπηρετῇ οἱονδήποτε διαμέρισμα διατελοῦν ἐν κατακλύσει. Εἰς τήν τελευταίαν ταύτην περίπτωσιν ἀπαιτεῖται μόνον ὅπως οἱ κρουνοί καί τά ἐπιστόμια τά ἀναγκαῖα διά τόν χειρισμόν τοῦ δικτύου κινδύνου δύναται νά χειρίζωνται ἄνωθεν τοῦ καταστρώματος στεγανῶν.

(ιγ) "Ολοι οἱ κρουνοί καί τά ἐπιστόμια τά ἀναφερόμενα εἰς τήν παράγραφον (ιβ) τοῦ παρόντος Κανονισμοῦ, ἅτινα δύνανται νά χειρίζωνται ἄνωθεν τοῦ καταστρώματος στεγανῶν,θά ἔχωσι τά χειριστήρια αὐτῶν εἰς τόν σταθμόν χειρισμοῦ εὐκρινῶς σημειούμενα καί θά ἐφοδιάζωνται διά μέσων ἐνδείξεως ἐάν εἶναι ἀνοικτά ἤ κλειστά.

Κανονισμός 19

*Κατατοπιστικά στοιχεῖα Εὐσταθείας Ἐπιβατηγῶν καί Φορτηγῶν πλοίων.**

(α) Τά ἐπιβατηγά καί φορτηγά πλοῖα δέον νά ὑφίστανται μετά τήν συμπλήρωσιν αὐτῶν, δοκιμήν εὐσταθείας διά τόν καθορισμόν τῶν στοιχείων εὐσταθείας αὐτῶν. Ὁ πλοίαρχος δέον νά ἐφοδιάζεται δι' ὅλων τῶν σχετικῶν θετικῶν στοιχείων τῶν ἀναγκαιούντων ὅπως δύναται νά καθοδηγηθῇ διά τρόπου ἁπλοῦ καί ταχέως, ἐπί τῆς εὐσταθείας τοῦ πλοίου ὑπό διαφόρους συνθήκας ὑπηρεσίας. Ἀντίγραφον τῶν ἀνωτέρω θά ὑποβάλλεται εἰς τήν Ἀρχήν.

(β) Ἐάν εἰς ἕν πλοῖον λάβωσι χώραν μετατροπαί τοιαῦται ὥστε νά μεταβάλλωσιν οὐσιωδῶς τά χαρακτηριστικά στοιχεῖα εὐσταθείας τά χορηγηθέντα εἰς τόν πλοίαρχον, δέον νά χορηγηθῶσιν αὐτῷ νέα διωρθωμένα στοιχεῖα εὐσταθείας. Ἐάν κρίνεται ἀναγκαῖον, θά ἐκτελεσθῇ νέα δοκιμή εὐσταθείας τοῦ πλοίου.

(γ) Ἡ Ἀρχή δύναται νά ἀπαλλάξῃ ὡρισμένον πλοῖον τῆς τοιαύτης δοκιμῆς εὐσταθείας, ὑπό τόν ὅρον ὅτι ὑπάρχωσι διαθέσιμα βασικά στοιχεῖα προκύπτοντα ἐκ δοκιμῆς εὐσταθείας ἑτέρου ἀδελφοῦ πλοίου, ἡ δέ Ἀρχή ἤθελε πεισθῇ ὅτι πάντα τά στοιχεῖα, τά σχετικά διά τήν εὐστάθειαν τοῦ ἀπαλλασσομένου πλοίου, δύνανται νά ληφθῶσιν ἐκ τῶν τοιούτων βασικῶν στοιχείων.

(δ) Ἡ Ἀρχή δύναται ἐπίσης νά ἀπαλλάξῃ τῆς δοκιμῆς εὐσταθείας ὡρισμένον πλοῖον ἤ κλάσιν πλοίων, εἰδικῶς κατεσκευασμένα διά τήν μεταφοράν ὑγρῶν ἤ μεταλλεύματος χῦμα, ὅταν τά ὑπάρχοντα δεδομένα ὁμοίων πλοίων ἀποδεικνύωσι σαφῶς ὅτι δεδομένων τῶν διαστάσεων καί τῶν διατάξεων τοῦ πλοίου, θά ὑπάρχῃ ἀρκετόν μετακεντρικόν ὕψος ὑφ' ὅλας τάς πιθανάς συνθήκας φορτώσεως.

Κανονισμός 20

Σχεδιαγράμματα Ἐλέγχου Βλαβῶν.

Θά ὑπάρχωσι μονίμως ἐκτεθειμένα πρός καθοδήγησιν τοῦ ἀξιωματικοῦ τοῦ ὑπευθύνου διά τό πλοῖον, σχεδιαγράμματα δεικνύοντα εὐκρινῶς τά ὅρια τῶν στεγανῶν διαμερισμάτων δι' ἕκαστον κατάστρωμα καί κύτος, τά ὑπάρχοντα ἀνοίγματα ἐπ' αὐτῶν μετά τῶν μέσων κλεισίματος αὐτῶν καί τῆς θέσεως τοῦ χειρισμοῦ αὐτῶν καί αἱ διατάξεις διορθώσεως πάσης κλίσεως ὀφειλομένης εἰς κατάκλυσιν. Ἐπί πλέον, θά χορηγοῦνται εἰς τούς ἀξιωματικούς βιβλιάρια περιέχοντα τά ἀνωτέρω στοιχεῖα.

Κανονισμός 21

Σήμανσις, Περιοδικός Χειρισμός καί Ἐπιθεώρησις τῶν Στεγανῶν Θυρῶν κ.λπ.

(α) Ὁ Κανονισμός οὗτος ἐφαρμόζεται ἐπί τῶν νέων καί τῶν ὑπαρχόντων πλοίων.

(β) Δέον νά ἐκτελῶνται ἅπαξ τῆς ἑβδομάδος γυμνάσια χειρισμοῦ τῶν στεγανῶν θυρῶν, παραφωτίδων, ἐπιστομίων καί μηχανισμῶν κλεισίματος εὐδιαίων, ἐκβολέων τεφρῶν καί ἀπορριμμάτων. Εἰς πλοῖα ἐκτελοῦντα πλόας, διαρκείας μείζονος τῆς μιᾶς ἑβδομάδος, πλῆρες γυμνάσιον δέον νά λαμβάνῃ χώραν πρό τοῦ ἀπόπλου, ἕτερα δέ γυμνάσια νά ἐπακολουθοῦν διαρκοῦντος τοῦ πλοῦ τοὐλάχιστον ἅπαξ τῆς ἑβδομάδος. Εἰς ὅλα τά πλοῖα αἱ μηχανοκίνητοι στεγαναί θύραι καί αἱ γιγγλυμωταί θύραι ἐπί τῶν κυρίων ἐγκαρσίων διαφραγμάτων, ὅσαι χρησιμοποιοῦνται ἐν πλῷ, θά δοκιμάζωνται καθημερινῶς.

(γ) (ι) Αἱ στεγαναί θύραι καί πάντες οἱ μηχανισμοί καί οἱ ἀντίστοιχοι δεῖκται, ὡς καί πάντα τά ἐπιστόμια, τό κλείσιμον τῶν ὁποίων εἶναι ἀναγκαῖον διά νά καταστῇ διαμέρισμά τι στεγανόν, καί πάντα τά ἐπιστόμια, ὁ χειρισμός τῶν ὁποίων εἶναι ἀναγκαῖος διά τόν ἔλεγχον τῆς ἐγκαρσίας διατάξεως τοῦ ἐλέγχου βλαβῶν, δέον νά ὑφίστανται ἐν πλῷ περιοδικήν ἐπιθεώρησιν τοὐλάχιστον ἅπαξ τῆς ἑβδομάδος.

(ιι) Τά ἐπιστόμια ταῦτα, αἱ θύραι καί οἱ μηχανισμοί αὐτῶν, θά σημαίνωνται καταλλήλως εἰς τρόπον ὥστε νά χειρίζωνται ὀρθῶς καί νά ἐπιτυγχάνεται ἡ μεγίστη ἀσφάλεια.

Κανονισμός 22

Ἐγγραφαί εἰς Ἡμερολόγιον

(α) Ὁ Κανονισμός οὗτος ἐφαρμόζεται εἰς τά νέα καί τά ὑπάρχοντα πλοῖα.

* Γίνεται μνεία τῆς Συστάσεως ἥτις υἱοθετήθη ὑπό τοῦ Ὀργανισμοῦ διά τῆς Ἀποφάσεως A.167 (ES.IV) καί τῶν Τροποποιήσεων τῆς Συστάσεως ταύτης αἵτινες υἱοθετήθησαν ὑπό τοῦ Ὀργανισμοῦ διά τῆς Ἀποφάσεως A.206 (VII), ἐπί τῆς Ἀθίκτου Εὐσταθείας τῶν Ἐπιβατηγῶν καί Φορτηγῶν Πλοίων μήκους κάτω τῶν 100 μέτρων.

(β) Αἱ γιγγλυμωταί θύραι, τά ἀφαιρετά ἐλάσματα, αἱ παραφωτίδες, αἱ θυρίδες ἐπιβιβάσεως, αἱ φορτοθυρίδες, αἱ θυρίδες ἀνθρακεύσεως καί τά λοιπά ἀνοίγματα, τά ὁποῖα συμφώνως πρός τούς παρόντας Κανονισμούς, δέον νά εἶναι κλειστά κατά τόν πλοῦν, δέον νά κλείωνται πρό τοῦ ἀπόπλου. Αἱ ὧραι τοῦ κλεισίματος καί αἱ ὧραι τοῦ ἀνοίγματος (ἐφ' ὅσον ἐπιτρέπεται ὑπό τῶν παρόντων Κανονισμῶν) δέον νά καταχωροῦνται εἰς τό 'Ημερολόγιον, ὡς θά προβλέπεται ὑπό τῆς 'Αρχῆς.

(γ) Μνεία περί ὅλων τῶν γυμνασίων καί ἐπιθεωρήσεων τῶν ἀπαιτουμένων ὑπό τοῦ Κανονισμοῦ 21 τοῦ παρόντος Κεφαλαίου, δέον νά γίνεται εἰς τό 'Ημερολόγιον καί νά ἀναφέρεται λεπτομερῶς πᾶν διαπιστούμενον ἐλάττωμα.

ΜΕΡΟΣ Γ — ΜΗΧΑΝΗΜΑΤΑ ΚΑΙ ΗΛΕΚΤΡΙΚΑΙ ΕΓΚΑΤΑΣΤΑΣΕΙΣ*
(Τό μέρος Γ' ἐφαρμόζεται εἰς τά ἐπιβατηγά καί εἰς τά φορτηγά πλοῖα)

Κανονισμός 23

Γενικά

(α) Αἱ ἠλεκτρικαί ἐγκαταστάσεις εἰς τά ἐπιβατηγά πλοῖα δέον νά εἶναι τοιαῦται, ὥστε:

(ι) Αἱ οὐσιώδεις ὑπηρεσίαι ἀσφαλείας νά τηρῶνται ὑπό πάσας τάς συνθήκας ἐκτάκτου ἀνάγκης, καί

(ιι) 'Η ἀσφάλεια τῶν ἐπιβατῶν, τοῦ πληρώματος καί τοῦ πλοίου νά ἐξασφαλίζεται ἐξ ἀτυχημάτων προερχομένων ἐξ ἠλεκτρικῆς ἐνεργείας.

(β) Τά φορτηγά πλοῖα δέον νά συμμορφοῦνται πρός τούς Κανονισμούς 26, 27, 28, 29, 30 καί 32 τοῦ παρόντος Κεφαλαίου.

Κανονισμός 24

Κυρία πηγή ἠλεκτρικῆς ἐνεργείας εἰς ἐπιβατηγά πλοῖα.

(α) Πᾶν ἐπιβατηγόν πλοῖον ἐπί τοῦ ὁποίου ἡ ἠλεκτρική ἐνέργεια ἀποτελεῖ τό μόνον μέσον ἐξασφαλίσεως τῶν βοηθητικῶν ὑπηρεσιῶν τῶν ἀπαραιτήτων διά τήν πρόωσιν καί τήν ἀσφάλειαν τοῦ πλοίου, δέον νά εἶναι ἐφωδιασμένον διά δύο τοὐλάχιστον κυρίων ἠλεκτροπαραγωγῶν ζευγῶν. 'Η ἰσχύς τῶν ζευγῶν τούτων δέον νά εἶναι τοιαύτη, ὥστε νά εἶναι εἰσέτι δυνατόν νά ἐξασφαλισθῇ ἡ λειτουργία τῶν ὑπηρεσιῶν τῶν ἀναφερομένων εἰς τό ἐδάφιον (α)(ι) τοῦ Κανονισμοῦ 23 τοῦ παρόντος Κεφαλαίου, εἰς περίπτωσιν καθ' ἥν ἕν τῶν ἠλεκτροπαραγωγῶν τούτων ζευγῶν παύσῃ νά λειτουργῇ.

(β) Εἰς ἐπιβατηγόν πλοῖον ὅπου ὑπάρχει εἷς μόνον κύριος σταθμός ἠλεκτρικῆς ἐνεργείας, ὁ κύριος πίναξ διανομῆς θά τοποθετῆται ἐντός τῆς αὐτῆς κατακορύφου ζώνης πυρκαϊᾶς. 'Εάν ὑπάρχουν πλείονες τοῦ ἑνός σταθμοί ἠλεκτρικῆς ἐνεργείας, ἐπιτρέπεται ὅπως ὑπάρχῃ εἷς μόνον κύριος πίναξ διανομῆς.

Κανονισμός 25

Πηγή 'Ηλεκτρικῆς 'Ενεργείας Κινδύνου εἰς 'Επιβατηγά Πλοῖα.

(α) Μία αὐτόνομος πηγή ἠλεκτρικῆς ἐνεργείας κινδύνου θά ὑπάρχῃ ἄνωθεν τοῦ καταστρώματος στεγανῶν καί ἐκτός τῶν φωταγωγῶν τῶν μηχανῶν προώσεως. 'Η θέσις αὐτῆς ἐν σχέσει πρός τήν κυρίαν πηγήν ἤ πηγάς ἠλεκτρικῆς ἐνεργείας θά εἶναι τοιαύτη ὥστε νά ἐξασφαλίζεται, κατά τρόπον ἱκανοποιοῦντα τήν 'Αρχήν, ὅτι πυρκαϊά ἤ ἄλλη ζημία ἐντός τοῦ χώρου μηχανῶν, ὡς οὗτος καθορίζεται εἰς τήν παράγραφον (η) τοῦ Κανονισμοῦ 2 τοῦ παρόντος Κεφαλαίου, δέν θά ἐπιδρᾷ ἐπί τῆς τροφοδοτήσεως ἤ τῆς διανομῆς τῆς ἠλεκτρικῆς ἐνεργείας κινδύνου. Δέν θά τοποθετῆται αὕτη πρώραθεν τοῦ διαφράγματος συγκρούσεως.

(β) 'Η διαθέσιμος ἐνέργεια δέον νά εἶναι ἀρκετή διά νά τροφοδοτήσῃ πάσας τάς ὑπηρεσίας ἅς ἡ 'Αρχή ἤθελε κρίνει ὡς ἀναγκαίας διά τήν ἀσφάλειαν τῶν ἐπιβατῶν καί τοῦ πληρώματος ἐν περιπτώσει κινδύνου, λαμβανομένων δεόντως ὑπ' ὄψιν τῶν ὑπηρεσιῶν ἐκείνων, αἵτινες θά ἔδει νά λειτουργήσωσι ταὐτοχρόνως. 'Ιδιαιτέρα προσοχή δέον νά καταβληθῇ ὅσον ἀφορᾷ τόν φωτισμόν κινδύνου εἰς τούς σταθμούς τῶν σωσιβίων λέμβων ἐπί τοῦ καταστρώματος καί ἐξωτερικῶς τῶν πλευρῶν τοῦ πλοίου, εἰς ὅλους τούς διαδρόμους, κλίμακας καί ἐξόδους, εἰς τούς χώρους μηχανῶν καί εἰς τάς θέσεις ἀσφαλείας τάς καθοριζομένας εἰς τήν παράγραφον (ιη) τοῦ Κανονισμοῦ 3 τοῦ Κεφαλαίου ΙΙ-2, εἰς τήν ἀντλίαν τήν τροφοδοτοῦσαν τό σύστημα ραντισμοῦ πυρκαϊᾶς (σπρίνκλερ), εἰς τούς πλοϊκούς φανούς καί εἰς τούς φανούς σημάνσεως ἡμέρας ἐάν τροφοδοτοῦνται ὑπό τῆς κυρίας πηγῆς ἐνεργείας. 'Η ἐνέργεια δέον νά εἶναι ἐπαρκής διά περίοδον 36 ὡρῶν, ἐκτός ἐάν πρόκειται περί πλοίων ἐκτελούντων κανονικῶς βραχεῖς πλόας, ὁπότε ἡ 'Αρχή δύναται νά δεχθῇ βραχυτέραν περίοδον, ἐάν κρίνῃ ὅτι καί εἰς τήν περίπτωσιν ταύτην ἐπιτυγχάνεται ὁ αὐτός βαθμός ἀσφαλείας

(γ) 'Η πηγή ἐνεργείας κινδύνου δύναται νά εἶναι εἴτε:

(ι) Μία ἠλεκτρογεννήτρια κινουμένη ὑπό καταλλήλου τύπου κινητῆρος, μέ ἀνεξάρτητον τροφοδότησιν καί μέ ἐγκεκριμένου σύστημα ἐκκινήσεως. Τό χρησιμοποιούμενον καύσιμον δέον νά μή ἔχῃ σημεῖον ἀναφλέξεως κατώτερον τῶν 43° C (ἤ 110° F), ἤ

(ιι) Μία συστοιχία συσσωρευτῶν, ἱκανή νά ὑπηρετήσῃ τό φορτίον κινδύνου χωρίς νά χρήζῃ νέας φορτίσεως καί ἄνευ ὑπερβολικῆς πτώσεως τῆς τάσεως.

(δ) (ι) Ὅταν ἡ ἠλεκτρική ἐνέργεια κινδύνου λαμβάνεται ἐκ μιᾶς ἠλεκτρογεννητρίας δέον νά γίνῃ πρόβλεψις καί διά τήν ὕπαρξιν προσωρινῆς πηγῆς ἐνεργείας κινδύνου διά συστοιχίας συσσωρευτῶν ἐπαρκοῦς χωρητικότητος:

(1) Διά τήν τροφοδότησιν τοῦ δικτύου φωτισμοῦ κινδύνου συνεχῶς ἐπί ἡμίσειαν ὥραν.

(2) Διά τό κλείσιμον τῶν στεγανῶν θυρῶν (ἐάν αὗται λειτουργοῦν δι' ἠλεκτρικῆς ἐνεργείας), ἀλλά χωρίς νά εἶναι ἀναγκαῖον νά κλεισθῶσι ὅλαι ταυτοχρόνως.

(3) διά τήν λειτουργίαν τῶν ἐνδεικτῶν (ἐάν λειτουργοῦσι δι ἠλεκτρικῆς ἐνεργείας οἵτινες δεικνύουσιν ἐάν αἱ μηχανοκίνητοι στεγαναί θύραι εἶναι ἀνοικταί ἤ κλεισταί, καί

(4) Διά τήν λειτουργίαν τῶν ἠχητικῶν σημάτων (ἐάν λειτουργοῦσι δι' ἠλεκτρικῆς ἐνεργείας) ἅτινα εἰδοποιοῦσιν ὅτι αἱ μηχανοκινήτως λειτουργοῦσαι στεγαναί θύραι πρόκειται νά κλείσωσι.

'Η διάταξις δέον νά εἶναι τοιαύτη ὥστε ἡ προσωρινή πηγή ἐνεργείας κινδύνου νά δύναται νά τεθῇ ἐν λειτουργίᾳ αὐτομάτως, ἐν περιπτώσει βλάβης τῆς κυρίας πηγῆς ἐνεργείας.

(ιι) Ὅταν ἡ ἠλεκτρική ἐνέργεια κινδύνου λαμβάνεται ἐκ συστοιχίας συσσωρευτῶν, δέον νά ληφθῶσι μέτρα διά τήν ἐξασφάλισιν τῆς αὐτομάτου θέσεως ἐν λειτουργίᾳ τοῦ φωτισμοῦ κινδύνου, ἐν περιπτώσει βλάβης τῆς κυρίας πηγῆς φωτισμοῦ.

* Γίνεται μνεία τῆς Συστάσεως ἥτις υἱοθετήθη ὑπό τοῦ 'Οργανισμ[illegible] δι[illegible] τῆς 'Αποφάσεως Α—211 (VII) ἐπί τῶν Μέτρων 'Ασφαλείας διά τούς περιοδικῶς μή φυλασσομένους χωρους Μηχανῶν Φορτηγῶν Πλοίων, ἐπί πλέον ἐκείνων ἅτινα ὑπό ὁμαλάς συνθήκας θεωροῦνται ὡς ἀπαραίτητα διά τούς φυλασσομένους χώρους Μηχανῶν.

(ε) Θά τοποθετῆται ἐνδείκτης ἐντός τοῦ χώρου μηχανῶν, κατά προτίμησιν ἐπί τοῦ κυρίου πίνακος διανομῆς, ἵνα δεικνύῃ τήν ἐκφόρτισιν τῆς συστοιχίας συσσωρευτῶν, τῆς προβλεπομένης ὑπό τοῦ παρόντος Κανονισμοῦ.

(στ) (ι) Ὁ πίναξ διανομῆς κινδύνου θά τοποθετῆται, ὅσον εἶναι πρακτικῶς δυνατόν, πλησίον τῆς πηγῆς ἐνεργείας κινδύνου.

(ιι) Ὅταν ἡ πηγή ἐνεργείας κινδύνου εἶναι ἠλεκτρογεννήτρια, ὁ πίναξ διανομῆς ἀσφαλείας θά τοποθετῆται ἐντός τοῦ αὐτοῦ χώρου τῆς πηγῆς ἐνεργείας κινδύνου, ἐκτός ἐάν διά τῆς διατάξεως ταύτης ἐπηρεάζεται ἐπιβλαβῶς ἡ λειτουργία τοῦ πίνακος.

(ιιι) Συστοιχία συσσωρευτῶν ἐγκατεστημένη συμφώνως πρός τόν παρόντα Κανονισμόν δέν θά τοποθετῆται ἐντός τοῦ αὐτοῦ χώρου ὅπου ὑπάρχει ὁ κύριος πίναξ κινδύνου.

(IV) Ἡ Ἀρχή δύναται νά ἐπιτρέπῃ ὅπως ὁ πίναξ διανομῆς κινδύνου τροφοδοτεῖται ἐκ τοῦ κυρίου πίνακος ὑπό κανονικάς συνθήκας ὑπηρεσίας.

(ζ) Θά λαμβάνωνται μέτρα ὅπως τό σύνολον τῆς ἐγκαταστάσεως κινδύνου δύναται νά λειτουργῇ ὅταν τό πλοῖον λάβῃ ἐγκαρσίαν κλίσιν 22½ μοιρῶν καί (ἤ) διαμήκη κλίσιν 10 μοιρῶν.

(η) Θά ὑπάρχῃ πρόβλεψις διά τήν δοκιμήν περιοδικῶς τῆς πηγῆς ἐνεργείας κινδύνου, καθώς καί τῆς προσωρινῆς πηγῆς ἐνεργείας, ἐάν ὑπάρχῃ τοιαύτη. Ἡ τοιαύτη δοκιμή θά περιλαμβάνῃ καί τήν δοκιμήν τῶν αὐτομάτων διατάξεων.

Κανονισμός 26

Πηγή Ἠλεκτρικῆς Ἐνεργείας Κινδύνου εἰς τά Φορτηγά Πλοῖα.

(α) *Φορτηγά πλοῖα 5000 κόρων ὁλικῆς χωρητικότητος καί ἄνω.*

(ι) Εἰς φορτηγά πλοῖα 5000 κόρων ὁλικῆς χωρητικότητος καί ἄνω θά ὑπάρχῃ μία αὐτόνομος πηγή ἐνεργείας κινδύνου. Θά εἶναι τοποθετημένη, τῇ ἱκανοποιήσει τῆς Ἀρχῆς, ἄνωθεν τοῦ ἀνωτάτου συνεχοῦς καταστρώματος καί ἐκτός τοῦ φωταγωγοῦ τῶν μηχανῶν, εἰς τρόπον ὥστε ἡ λειτουργία αὐτῆς νά εἶναι ἐξησφαλισμένη εἰς περίπτωσιν πυρκαϊᾶς, ἤ ἑτέρου συμβεβηκότος, ὅπερ ἤθελε προκαλέσει βλάβην τῆς κυρίας ἠλεκτρικῆς ἐγκαταστάσεως.

(ιι) Ἡ διαθέσιμος ἐνέργεια θά εἶναι ἐπαρκής διά τήν τροφοδότησιν πασῶν τῶν ὑπηρεσιῶν τάς ὁποίας ἡ Ἀρχή κρίνει ἀναγκαίας διά τήν ἀσφάλειαν ἁπάντων τῶν προσώπων ἐπί τοῦ πλοίου εἰς περίπτωσιν κινδύνου, λαμβανομένων ὑπ' ὄψιν τῶν ὑπηρεσιῶν ἐκείνων αἵτινες δέον νά λειτουργήσωσι συγχρόνως. Ἰδιαιτέρα προσοχή δέον νά δοθῇ εἰς τά ἑξῆς:

(1) Εἰς τόν φωτισμόν κινδύνου εἰς τάς θέσεις τῶν λέμβων ἐπί τοῦ καταστρώματος καί ἐξωτερικῶς τῶν πλευρῶν τοῦ πλοίου, πάντας τούς διαδρόμους, κλίμακας καί ἐξόδους, εἰς τούς χώρους τῶν κυρίων μηχανῶν καί τοῦ χώρου τοῦ κυρίου ἠλεκτροπαραγωγοῦ ζεύγους, εἰς τήν γέφυραν καί τό δωμάτιον χαρτῶν.

(2) Εἰς τούς κώδωνας κινδύνου.

(3) Εἰς τούς πλοϊκούς φανούς ἐάν εἶναι ἀποκλειστικῶς ἠλεκτρικοί καί εἰς τόν φανόν σημάνσεως ἡμέρας, ἐάν οὗτος τροφοδοτῆται ἐκ τῆς κυρίας πηγῆς ἠλεκτρικῆς ἐνεργείας.

Ἡ ἐνέργεια αὕτη θά εἶναι ἐπαρκής διά περίοδον 6 ὡρῶν.

(ιιι) Ἡ πηγή ἐνεργείας κινδύνου δύναται νά εἶναι, εἴτε:

(1) Μία συστοιχία συσσωρευτῶν ἱκανή νά ὑπηρετήσῃ τό φορτίον κινδύνου, χωρίς νά χρήζῃ νέας φορτίσεως καί ἄνευ ὑπερβολικῆς πτώσεως τῆς τάσεως, ἤ

(2) Μία ἠλεκτρογεννήτρια κινουμένη ὑπό καταλλήλου τύπου κινητῆρος μέ ἀνεξάρτητον τροφοδότησιν καυσίμου καί μέ σύστημα ἐκκινήσεως ἐγκεκριμένον ὑπό τῆς Ἀρχῆς. Τό χρησιμοποιούμενον καύσιμον δέον νά μή ἔχῃ σημεῖον ἀναφλέξεως κατώτερον τῶν 43°C (ἤ 110°F).

(IV) Θά λαμβάνωνται μέτρα ὅπως τό σύνολον τῆς ἐγκαταστάσεως κινδύνου δύναται νά λειτουργῇ ὅταν τό πλοῖον λάβῃ ἐγκαρσίαν κλίσιν 22½ μοιρῶν καί (ἤ) διαμήκη κλίσιν 10 μοιρῶν.

(V) Θά ὑπάρχῃ πρόβλεψις διά τήν δοκιμήν περιοδικῶς τῆς πλήρους ἐγκαταστάσεως κινδύνου.

(β) *Φορτηγά πλοῖα ὁλικῆς χωρητικότητος κατωτέρας τῶν 5000 κόρων*

(ι) Εἰς φορτηγά πλοῖα ὁλικῆς χωρητικότητος κατωτέρας τῶν 5000 κόρων θά ὑπάρχῃ μία αὐτόνομος πηγή ἐνεργείας κινδύνου τοποθετημένη εἰς θέσιν ἐγκεκριμένην ὑπό τῆς Ἀρχῆς καί ἱκανῆς νά τροφοδοτῇ τόν φωτισμόν εἰς τάς θέσεις χειρισμῶν καθελκύσεως καί ἐνθέσεως τῶν σωσιβίων λέμβων, τῶν καθοριζομένων εἰς τά ἐδάφια (α)(ιι), (β)(ιι) καί (β)(ιιι) τοῦ Κανονισμοῦ 19 τοῦ Κεφαλαίου III, ἐπί πλέον δέ εἰς ἑτέρας ὑπηρεσίας ὡς ἡ Ἀρχή ἤθελε κρίνει ἀναγκαῖον, λαμβανομένου ὑπ' ὄψιν τοῦ Κανονισμοῦ 38 τοῦ Κεφαλαίου III.

(ιι) Ἡ διαθέσιμος ἐνέργεια δέον νά εἶναι ἐπαρκής διά περίοδον τοὐλάχιστον 3 ὡρῶν.

(ιιι) Τά πλοῖα ταῦτα ὑπόκεινται ἐπίσης εἰς τάς διατάξεις τῶν ἐδαφίων (ιιι), (ιν) καί (ν) τῆς παραγράφου (α) τοῦ παρόντος Κανονισμοῦ.

Κανονισμός 27

Προφυλάξεις διά τήν Ἠλεκτροπληξίαν, Πυρκαϊάν καί λοιπούς Κινδύνους Ἠλεκτρικῆς Προελεύσεως

(α) *Ἐπιβατηγά καί Φορτηγά Πλοῖα.*

(ι) (1) Ὅλα τά ἐκτεθειμένα μεταλλικά μέρη τῶν ἠλεκτρικῶν μηχανῶν καί ἠλεκτρικοῦ ἐξαρτισμοῦ ἅτινα δέν προορίζονται νά εὑρίσκωνται ὑπό τάσιν, ἀλλ' ἐνδέχεται λόγῳ σφάλματος νά εὑρεθῶσιν ὑπό τάσιν, δέον νά εἶναι προσγειωμένα. Πᾶσα συσκευή δέον νά εἶναι οὕτω πως κατασκευασμένη καί ἐγκατεστημένη, ὥστε νά ἀποκλείεται πᾶς κίνδυνος ἀτυχήματος ὑπό ὁμαλάς συνθήκας χρησιμοποιήσεως.

(2) Τά μεταλλικά πλαίσια ὅλων τῶν φορητῶν ἠλεκτρικῶν λυχνιῶν, ἐργαλείων καί ὁμοίων συσκευῶν, ἅτινα ἀποτελοῦσι μέρος τοῦ ἠλεκτρικοῦ ἐξαρτισμοῦ καί ἅτινα λειτουργοῦσιν ὑπό τάσιν ἀνωτέραν μιᾶς τάσεως ἀσφαλείας καθοριζομένης ὑπό τῆς Ἀρχῆς, δέον νά εἶναι προσγειωμένα διά καταλλήλου ἀγωγοῦ, ἐκτός ἐάν ληφθοῦν ἰσοδύναμοι προφυλάξεις, καθώς ἡ διά διπλῆς μονώσεως ἤ ἡ διά μετασχηματιστοῦ μονώσεως. Ἡ Ἀρχή δύναται νά ἀπαιτήσῃ προσθέτους εἰδικάς προφυλάξεις διά τάς φορητάς ἠλεκτρικάς λυχνίας, ἐργαλεῖα ἤ ὁμοίας συσκευάς ὅταν χρησιμοποιοῦνται ἐντός ὑγρῶν χώρων.

(ιι) Οἱ κύριοι πίνακες διανομῆς καί οἱ πίνακες διανομῆς κινδύνου δέον νά εἶναι οὕτω πως ἐγκατεστημένοι ὥστε νά εἶναι εὐκόλως προσιτοί ἔμπροσθεν καί ὄπισθεν, ἄνευ κινδύνου διά τό ὑπηρετοῦν προσωπικόν. Αἱ πλευραί, τό ὄπισθεν

μέρος καί όπου άπαιτεῖται τό ἐμπρόσθιον μέρος αὐτῶν, θά εἶναι ἐπαρκῶς προστατευμένα. Θά ὑπάρχωσι μονωτικοί τάπητες ἤ δικτυωτά ἔμπροσθεν καί ὄπισθεν ὅπου ἀπαιτεῖται. Ἐκτεθειμένα μέρη τῶν ἠλεκτροφόρων ἀγωγῶν προσγειώσεως, τῶν ὁποίων ἡ τάσις ὑπερβαίνει τήν καθορισθησομένην τάσιν ὑπό τῆς Ἀρχῆς, δέον νά μή ἐγκαθίστανται ἐπί τοῦ ἐμπροσθίου μέρους οἱουδήποτε πίνακος διανομῆς ἤ πίνακος χειρισμοῦ.

(ιιι) (1) Ὅταν χρησιμοποιῆται σύστημα διανομῆς μετ' ἐπιστροφῆς διά τοῦ σκάφους, θά λαμβάνωνται εἰδικαί προφυλάξεις ἱκανοποιοῦσαι τήν Ἀρχήν.

(2) Ἡ ἐπιστροφή διά τοῦ σκάφους δέν θά χρησιμοποιῆται εἰς τά δεξαμενόπλοια.

(ιv) (1) Πᾶσαι αἱ μεταλλικαί ἐπενδύσεις καί ὁ ὁπλισμός τῶν καλωδίων θά εἶναι ἠλεκτρικῶς συνεχεῖς καί προσγειωμέναι.

(2) Ἐάν τά καλώδια εἶναι ἄνευ ἐπενδύσεως ἤ ὁπλισμοῦ καί δύναται νά ὑπάρξη κίνδυνος πυρκαϊᾶς λόγῳ σφάλματος ἐξ ἠλεκτρικῆς αἰτίας, ἡ Ἀρχή δύναται νά ἀπαιτήση εἰδικάς προφυλάξεις.

(v) Τά ἐξαρτήματα φωτισμοῦ θά εἶναι διατεταγμένα οὕτω πως, ὥστε νά ἀποφεύγηται ἡ ὕψωσις θερμοκρασίας ἥτις θά ἠδύνατο νά προξενήση ζημίαν εἰς τά καλώδια, καθώς καί νά ἐμποδίζηται ἡ ὑπερβολική θέρμανσις τῶν γειτονικῶν ὑλικῶν.

(vι) Τά καλώδια θά ὑποστηρίζωνται κατά τρόπον ὥστε νά ἀποφεύγεται ἡ φθορά ἐκ τριβῆς ἤ ἄλλης ζημίας.

(vιι) Ἕκαστον χωριστόν κύκλωμα θά προφυλάσσηται ἐκ βραχυκυκλώματος. Ἕκαστον χωριστόν κύκλωμα θά προφυλάσσηται ἐπίσης ἔναντι ὑπερφορτίσεως, ἐκτός ἐάν πρόκειται νά ἐφαρμοσθῆ ὁ Κανονισμός 30 τοῦ παρόντος Κεφαλαίου ἤ ὅταν ἡ Ἀρχή ἐπιτρέπη ἐξαίρεσιν. Ἡ ἐπιτρεπομένη ἔντασις ἑκάστου κυκλώματος θά ἐνδείκνυται μονίμως ὁμοῦ μέ τά χαρακτηριστικά ἤ τήν τοποθέτησιν τοῦ καταλλήλου μέσου προστασίας ἔναντι ὑπερφορτίσεως.

(vιιι) Αἱ συστοιχίαι συσσωρευτῶν θά εἶναι καταλλήλως προφυλαγμέναι καί τά διαμερίσματα τά χρησιμοποιούμενα πρωτίστως διά τήν ἐγκατάστασιν αὐτῶν θά κατασκευάζωνται ἐπιμελῶς καί θά ἀερίζωνται ἐπαρκῶς.

(β) *Διά Ἐπιβατηγά μόνον Πλοῖα.*

(ι) Τά συστήματα διανομῆς θά εἶναι οὕτω πως διατεταγμένα ὥστε πυρκαϊά ἐντός μιᾶς κατακορύφου ζώνης διαιρέσεως πυρκαϊᾶς δέν θά ἐπηρεάση τάς οὐσιώδεις ὑπηρεσίας ἐντός ἄλλης κατακορύφου ζώνης διαιρέσεως πυρκαϊᾶς. Ἡ ἀπαίτησις αὕτη θά θεωρῆται ὡς πληρουμένη ἐάν τά κύρια κυκλώματα καί τά κυκλώματα κινδύνου ἅτινα διέρχονται διά μιᾶς οἱασδήποτε ζώνης, διαχωρίζωνται συγχρόνως κατακορύφως καί ὁριζοντίως δι' ὅσον τό δυνατόν μεγαλυτέρου χώρου.

(ιι) Τά ἠλεκτρικά καλώδια θά εἶναι μή εὐφλέκτου τύπου ἐγκεκριμένου ὑπό τῆς Ἀρχῆς. Ἡ Ἀρχή δύναται νά ἀπαιτήση ὑψηλότερον βαθμόν προστασίας διά τά ἠλεκτρικά καλώδια ἐντός ὡρισμένων χώρων τοῦ πλοίου πρός πρόληψιν πυρκαϊᾶς ἤ ἐκρήξεως.

(ιιι) Εἰς χώρους ἐντός τῶν ὁποίων δυνατόν νά συγκεντροῦνται εὔφλεκτα μίγματα ἀερίων, δέν θά τοποθετῆται οἱαδήποτε συσκευή ἠλεκτρισμοῦ, ἐκτός ἐάν εἶναι τύπου μή δυναμένου νά προκαλέση τήν ἀνάφλεξιν τοῦ ἐν λόγῳ μίγματος, ὡς ἐπί παραδείγματι μία συσκευή ἀλεξίφλογος (ἀντιεκρηκτική).

(ιv) Κύκλωμα φωτισμοῦ ἐντός ἀνθρακαποθήκης ἤ κύτους φορτίου θά ἐφοδιάζεται διά μονωμένου διακόπτου τοποθετουμένου ἐξωτερικῶς τοῦ χώρου τούτου.

(v) Αἱ ἑνώσεις ὅλων τῶν ἀγωγῶν, ἐξαιρέσει τῶν κυκλωμάτων μεταδόσεως ὑπό χαμηλήν τάσιν, θά γίνωνται μόνον ἐντός κιβωτίων ἑνώσεων ἤ ἐντός κιβωτίων διακλαδώσεων. Πάντα τά κιβώτια ταῦτα ἤ ἕτερα ἐξαρτήματα καλωδίων θά εἶναι οὕτω πως κατεσκευασμένα ὥστε νά ἐμποδίζωσι τήν ἐξάπλωσιν φλογός ἐκ τοῦ κιβωτίου ἤ τοῦ ἐξαρτήματος. Ὅταν χρησιμοποιῆται ἕνωσις καλωδίου διά συγκολλήσεως, θά ἐκτελῆται αὕτη δι' ἐγκεκριμένου τρόπου, οὕτως ὥστε τό καλώδιον νά διατηρῆ τάς ἀρχικάς μηχανικάς καί ἠλεκτρικάς ἰδιότητας.

(γ) *Διά Φορτηγά Πλοῖα μόνον.*

Συσκευαί ὑποκείμεναι εἰς τή παραγωγήν ἠλεκτρικῶν τόξων, δέον νά μή ἐγκαθίστανται ἐντός διαμερίσματος προοριζομένου πρωτίστως διά τάς συστοιχίας συσσωρευτῶν, ἐκτός ἐάν αἱ συσκευαί αὗται εἶναι τύπου ἀλεξιφλόγου (ἀντιεκρηκτικαί).

Κανονισμός 28

Μέσα Ἀναποδίσεως Πλοίου

(α) *Ἐπιβατηγά καί Φορτηγά Πλοῖα.*

Εἰς πᾶν πλοῖον ἡ ἰσχύς διά τήν ἀναπόδισιν δέον νά εἶναι ἐπαρκής, ὥστε νά ἐξασφαλίζεται ὁ ἔλεγχος τοῦ πλοίου ὑφ' ὅλας τάς κανονικάς συνθήκας.

(β.) *Ἐπιβατηγά Πλοῖα μόνον.*

Ἡ ἱκανότης τῶν μηχανῶν τοῦ πλοίου διά τήν ἀναστροφήν τῆς διευθύνσεως ὤσεως τῆς ἕλικος ἐντός ἐπαρκοῦς χρόνου ὑπό κανονικάς συνθήκας χειρισμῶν, εἰς τρόπον ὥστε νά φέρη τό πλοῖον εἰς ἀκινησίαν ἐκ τῆς μεγίστης ταχύτητος τοῦ πρόσω, θά ἐξακριβοῦται κατά τήν ἀρχικήν δοκιμήν.

Κανονισμός 29

*Μηχανισμός Κινήσεως Πηδαλίου**

(α) *Ἐπιβατηγά καί Φορτηγά Πλοῖα.*

(ι) Πᾶν πλοῖον δέον νά εἶναι ἐφωδιασμένον διά κυρίου καί βοηθητικοῦ μηχανισμοῦ κινήσεως τοῦ πηδαλίου ἐγκεκριμένου ὑπό τῆς Ἀρχῆς.

(ιι) Ὁ κύριος μηχανισμός κινήσεως πηδαλίου δέον νά εἶναι ἐπαρκοῦς ἀντοχῆς καί ἱκανός ὅπως τό πλοῖον κυβερνᾶται εἰς τήν μεγίστην ὑπηρεσιακήν ταχύτητα. Ὁ κύριος μηχανισμός κινήσεως πηδαλίου καί ὁ κορμός τοῦ πηδαλίου θά ἔχωσι μελετηθῆ κατά τρόπον ὥστε νά μή ὑφίστανται ζημίαν εἰς τήν μεγίστην ταχύτητα ἀναποδίσεως τοῦ πλοίου.

(ιιι) Ὁ βοηθητικός μηχανισμός κινήσεως πηδαλίου δέον νά εἶναι ἐπαρκοῦς ἀντοχῆς καί δυνάμεως ἱκανῆς, ὥστε τό πλοῖον νά κυβερνᾶται μέ ταχύτητα πλεύσιμον καί νά εἶναι εἰς θέσιν νά τεθῆ ταχέως εἰς λειτουργίαν ἐν περιπτώσει ἀνάγκης.

(ιv) Ἡ ἀκριβής θέσις τοῦ πηδαλίου, ἐάν τοῦτο κινῆται διά μηχανικῆς ἐνεργείας, θά ἐνδείκνυται ἐντός τοῦ κυρίου σταθμοῦ πηδαλιουχίας.

(β) *Ἐπιβατηγά Πλοῖα μόνον.*

(ι) Ὁ κύριος μηχανισμός κινήσεως πηδαλίου θά εἶναι ἱκανός ὅπως θέτη τό πη-

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* Γίνεται μνεία τῆς Συστάσεως ἥτις υἱοθετήθη ὑπό τοῦ Ὀργανισμοῦ διά τῆς Ἀποφάσεως Α.210 (vιι) ἐπί τοῦ Μη[illegible]νισμοῦ Κινήσεως πηδαλίου διά Μεγάλα Πλοῖα.

δάλιον ἀπό 35 μοίρας τῆς μιᾶς πλευρᾶς εἰς τάς 35 μοίρας τῆς ἑτέρας πλευρᾶς, ὅταν τό πλοῖον κινῆται μέ τήν μεγίστην ὑπηρεσιακήν ταχύτητα πρός τά πρόσω. Τό πηδάλιον θά δύναται νά τίθεται ἀπό 35 μοίρας τῆς μιᾶς πλευρᾶς εἰς τάς 30 μοίρας τῆς ἄλλης ἐντός 28 δευτερολέπτων μέ τήν μεγίστην ταχύτητα ὑπηρεσίας τοῦ πλοίου.

(ιι) Ὁ βοηθητικός μηχανισμός κινήσεως πηδαλίου θά λειτουργῇ διά μηχανικῆς ἐνεργείας ἐπί παντός πλοίου διά τό ὁποῖον ἡ Ἀρχή ἀπαιτεῖ κορμόν πηδαλίου τοῦ ὁποίου ἡ διάμετρος εἰς τό ὕψος τοῦ οἴακος εἶναι ἀνωτέρα τῶν 22,86 ἑκατοστομέτρων (ἤ 9 δακτύλων).

(ιιι) Ὅταν αἱ κινητήριοι μονάδες καί αἱ ἀπαιτούμεναι συνδέσεις τοῦ κυρίου μηχανισμοῦ κινήσεως πηδαλίου ἔχουσι ἐγκατασταθῆ εἰς διπλοῦν κατά τρόπον ἱκανοποιοῦντα τήν Ἀρχήν, καί ἑκάστη μονάς ἐπιτρέπει εἰς τόν μηχανισμόν κινήσεως πηδαλίου νά ἱκανοποιῇ τάς ἀπαιτήσεις τοῦ ἐδαφίου (ι) τῆς παρούσης παραγράφου, δέν θά ἀπαιτῆται βοηθητικός μηχανισμός κινήσεως πηδαλίου.

(ιv) Ὅταν ἡ Ἀρχή ἀπαιτῇ κορμόν πηδαλίου τοῦ ὁποίου ἡ διάμετρος εἰς τό ὕψος τοῦ οἴακος ὑπερβαίνει τά 22,86 ἑκατοστόμετρα (ἤ 9 δακτύλους), δέον ὅπως ἐγκαθίσταται δεύτερος σταθμός πηδαλιουχίας εἰς θέσιν ἱκανοποιοῦσαν τήν Ἀρχήν. Τά συστήματα τοῦ χειριστηρίου μηχανισμοῦ ἐξ ἀποστάσεως ἐκ τοῦ κυρίου καθώς καί ἐκ τοῦ δευτέρου σταθμοῦ θά εἶναι οὕτω πως διατεταγμένα καί κατά τρόπον ἱκανοποιοῦντα τήν Ἀρχήν, ὥστε ἐάν τό ἕν σύστημα ἀχρηστευθῇ, τοῦτο δέν θά συνεπάγεται τήν ἀδυναμίαν κυβερνήσεως τοῦ πλοίου διά τοῦ ἑτέρου συστήματος.

(v) Θά προβλέπωνται μέσα ἱκανοποιοῦντα τήν Ἀρχήν διά τήν μεταβίβασιν διαταγῶν ἐκ τῆς γεφύρας εἰς τόν δεύτερον σταθμόν πηδαλιουχίας.

(γ) *Φορτηγά πλοῖα μόνον.*

(ι) Ὁ βοηθητικός μηχανισμός πηδαλίου θά λειτουργῇ διά μηχανικῆς ἐνεργείας εἰς πᾶν πλοῖον διά τό ὁποῖον ἡ Ἀρχή ἀπαιτεῖ κορμόν πηδαλίου τοῦ ὁποίου ἡ διάμετρος εἰς τό ὕψος τοῦ οἴακος ὑπερβαίνει τά 35,56 ἑκατοστόμετρα (ἤ 14 δακτύλους).

(ιι) Ὅταν αἱ κινητήριοι μονάδες καί αἱ συνδέσεις τῶν μηχανισμῶν κινήσεως ὑπάρχουν ἐγκατεστημέναι εἰς διπλοῦν κατά τρόπον ἱκανοποιοῦντα τήν Ἀρχήν, καί ἕκαστος τούτων πληροῖ τό ἐδάφιον (ιιι) τῆς παραγράφου (α) τοῦ παρόντος Κανονισμοῦ, δέν θά ἀπαιτῆται βοηθητικός μηχανισμός κινήσεως πηδαλίου, ὑπό τόν ὅρον ὅτι οἱ εἰς διπλοῦν μηχανισμοί καί συνδέσεις αὐτῶν λειτουργοῦντες συγχρόνως, πληροῦσι τούς ὅρους τοῦ ἐδαφίου (ιι) τῆς παραγράφου (α) τοῦ παρόντος Κανονισμοῦ.

Κανονισμός 30

*Ἠλεκτρικοί καί Ἠλεκτρ. ϋδραυλικοί Μηχανισμοί Κινήσεως Πηδαλίου**

(α) *Ἐπιβατηγά καί Φορτηγά Πλοῖα.*

Ἐνδεῖκται λειτουργίας τῶν κινητήρων τῶν ἠλεκτρικῶν καί ἠλεκτροϋδραυλικῶν μηχανισμῶν κινήσεως πηδαλίου θά τοποθετοῦνται εἰς κατάλληλον χῶρον ἐγκρινόμενον ὑπό τῆς Ἀρχῆς.

(β) Πάντα τά Ἐπιβατηγά Πλοῖα (οἱασδήποτε ὁλικῆς χωρητικότητος) καί τά Φορτηγά Πλοῖα Ὁλικῆς Χωρητικότητος 5000 κόρων καί ἄνω

(ι) Ἠλεκτρικοί καί ἠλεκτροϋδραυλικοί μηχανισμοί κινήσεως πηδαλίου θά τροφοδοτοῦνται ὑπό δύο κυκλωμάτων ἀγομένων ἐκ τοῦ κυρίου πίνακος διαμονῆς. Ἐν ἐκ τῶν κυκλωμάτων δύναται νά διέρχηται διά τοῦ πίνακος διαμονῆς κινδύνου, ἐάν ὑπάρχῃ τοιοῦτος. Ἕκαστον κύκλωμα θά εἶναι ἱκανόν νά τροφοδοτῇ πάντας τούς κινητῆρας οἵτινες κανονικῶς εὑρηνται συνδεδεμένοι μετ' αὐτοῦ καί οἵτινες λειτουργοῦν συγχρόνως. Ὅταν προβλέπωνται διατάξεις ἐναλλαγῆς ἐντός τοῦ οἰακιστηρίου, αἵτινες ἐπιτρέπουσιν εἰς ἑκάτερον τῶν κυκλωμάτων νά τροφοδοτῇ ἕνα κινητῆρα ἤ συνδυασμόν κινητήρων, ἡ ἱκανότης ἑκάστου κυκλώματος θά ἐπαρκῇ διά τάς αὐστηροτέρας συνθήκας φορτίου. Τά κυκλώματα θά χωρίζωνται καθ' ὅλον τό μῆκος αὐτῶν δι' ἀποστάσεως ὅσον τό δυνατόν μεγαλυτέρας.

(ιι) Τά προαναφερόμενα κυκλώματα καί οἱ κινητῆρες δέν θά προστατεύωνται παρά μόνον ἐναντίον βραχυκυκλώματος.

(γ) *Φορτηγά Πλοῖα Ὁλικῆς Χωρητικότητος μικροτέρας τῶν 5000 κόρων*

(ι) Ὅταν ἡ ἠλεκτρική ἐνέργεια εἶναι ἡ μόνη πηγή ἐνεργείας διά τόν κύριον μηχανισμόν καί τόν βοηθητικόν μηχανισμόν κινήσεως πηδαλίου, θά τηροῦνται αἱ διατάξεις αἱ προβλεπόμεναι ὑπό τῶν ἐδαφίων (ι) καί (ιι) τῆς παραγράφου (β) τοῦ παρόντος Κανονισμοῦ. Ἐν τούτοις, ὅταν ὁ βοηθητικός μηχανισμός κινήσεως πηδαλίου κινῆται ὑπό κινητῆρος ὅστις κυρίως χρησιμοποιεῖται δι' ἄλλας ὑπηρεσίας, ἡ παράγραφος β(ιι) πρέπει νά ἐφαρμόζεται ὑπό τόν ὅρον ὅτι ἡ Ἀρχή μένει ἱκανοποιημένη ἐκ τῶν διατάξεων προστασίας.

(ιι) Οἱ κινητῆρες κυρίου μηχανισμοῦ κινήσεως πηδαλίου ἠλεκτρικοῦ ἤ ἠλεκτροϋδραυλικοῦ, καθώς καί τά κυκλώματα τά τροφοδοτοῦντα αὐτούς δέν θά προστατεύωνται παρά μόνον ἐναντίον βραχυκυκλώματος.

Κανονισμός 31

Θέσις τῶν Ἐγκαταστάσεων Κινδύνου ἐπί τῶν Ἐπιβατηγῶν Πλοίων

Ἡ ἠλεκτρική πηγή ἐνεργείας κινδύνου, αἱ ἀντλίαι πυρκαϊᾶς κινδύνου, αἱ ἀντλίαι κύτους κινδύνου, αἱ συστοιχίαι φιαλῶν διοξειδίου τοῦ ἄνθρακος διά τήν σβέσιν πυρκαϊᾶς, καθώς καί αἱ λοιπαί ἐγκαταστάσεις κινδύνου, οὐσιώδεις διά τήν ἀσφάλειαν τοῦ πλοίου, δέν θά ἐγκαθίστανται εἰς ἐπιβατηγόν πλοῖον πρώραθεν τοῦ διαφράγματος συγκρούσεως.

Κανονισμός 32

Ἐπικοινωνία μεταξύ Γεφύρας καί Μηχανοστασίου

Πάντα τά πλοῖα δέον νά ἐφοδιάζωνται διά δύο μέσων ἅτινα θά ἐπιτρέπουν τήν διαβίβασιν διαταγῶν ἀπό τῆς γεφύρας πρός τό μηχανοστάσιον. Τό ἕν τῶν μέσων τούτων θά εἶναι ὁ τηλέγραφος μηχανῆς.

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* Γίνεται μνεία τῆς Συστάσεως ἥτις υἱοθετήθη ὑπό τοῦ Ὀργανισμοῦ διά τῆς Ἀποφάσεως A.210(vιι), ἐπί τοῦ Μηχανισμοῦ Κινήσεως πηδαλίου διά Μεγάλα Πλοῖα.

ΚΕΦΑΛΑΙΟΝ II—2

ΚΑΤΑΣΚΕΥΗ — ΠΡΟΣΤΑΣΙΑ ΚΑΤΑ ΤΗΣ ΠΥΡΚΑΙΑΣ, ΑΝΙΧΝΕΥΣΙΣ ΚΑΙ ΚΑΤΑΣΒΕΣΙΣ

ΜΕΡΟΣ Α — ΓΕΝΙΚΑ*

Κανονισμός 1

'Εφαρμογή

(α) Διά τούς σκοπούς τού παρόντος Κεφαλαίου:

(ι) Νέον ἐπιβατηγόν πλοῖον εἶναι ἐπιβατηγόν πλοῖον ἡ τρόπις τοῦ ὁποίου ἐτέθη κατά ἤ μετά τήν ἡμερομηνίαν θέσεως ἐν ἰσχύϊ τῆς παρούσης Συμβάσεως ἤ πλοῖον τό ὁποῖον κατά τήν ἡμερομηνίαν ταύτην εὑρίσκεται εἰς παρεμφερές πρός τό ἀνωτέρω στάδιον κατασκευῆς, ἤ φορτηγόν πλοῖον τό ὁποῖον μετεσκευάσθη εἰς ἐπιβατηγόν κατά ἤ μετά τήν ἡμερομηνίαν ταύτην, πάντα τά λοιπά ἐπιβατηγά πλοῖα θά θεωροῦνται ὡς ὑπάρχοντα πλοῖα.

(ιι) Νέον φορτηγόν πλοῖον εἶναι φορτηγόν πλοῖον ἡ τρόπις τοῦ ὁποίου ἐτέθη κατά ἤ μετά τήν ἡμερομηνίαν θέσεως ἐν ἰσχύϊ τῆς παρούσης Συμβάσεως ἤ πλοῖον τό ὁποῖον κατά τήν ἡμερομηνίαν ταύτην εὑρίσκεται εἰς παρεμφερές πρός τό ἀνωτέρω στάδιον κατασκευῆς.

(ιιι) Πλοῖον ἐπί τοῦ ὁποίου πραγματοποιοῦνται ἐπισκευαί, μετατροπαί, μετασκευαί καί σχετικοί πρός τάς ἀνωτέρω ἐργασίας ἐξοπλισμοί, θά συνεχίσῃ νά συμμορφοῦται τοὐλάχιστον πρός τάς ἀπαιτήσεις αἵτινες ἴσχυον ἐπί τούτου προγενεστέρως. 'Υπάρχον πλοῖον, εἰς τήν περίπτωσιν ταύτην, δέν θά συμμορφοῦται, κατά κανόνα, εἰς μικροτέραν ἔκτασιν πρός τάς ἀπαιτήσεις διά τά νέα πλοῖα ἐκείνης πρός τήν ὁποίαν συνεμορφοῦτο προγενεστέρως. 'Επισκευαί, μετατροπαί καί μετασκευαί μεγάλης ἐκτάσεως καί σχετικοί πρός τάς ἀνωτέρω ἐργασίας ἐξοπλισμοί θά καθιστοῦν ὑπόχρεον τό πλοῖον πρός συμμόρφωσιν πρός τάς ἀπαιτήσεις διά νέα πλοῖα εἰς οἵαν ἔκτασιν ἡ 'Αρχή θεωρεῖ τοῦτο λογικόν καί ἐφαρμόσιμον.

(β) 'Εκτός ἐάν ρητῶς προβλέπεται ἄλλως:

(ι) Οἱ Κανονισμοί 4 ἕως 16 τοῦ Μέρους Α τοῦ παρόντος Κεφαλαίου θά ἔχουν ἐφαρμογήν ἐπί νέων πλοίων.

(ιι) Τό μέρος Β΄ τοῦ παρόντος Κεφαλαίου θά ἔχῃ ἐφαρμογήν ἐπί τῶν νέων ἐπιβατηγῶν πλοίων ἅτινα μεταφέρουν περισσοτέρους τῶν 36 ἐπιβατῶν.

(ιιι) Τό Μέρος Γ΄ τοῦ παρόντος Κεφαλαίου θά ἔχῃ ἐφαρμογήν ἐπί τῶν νέων ἐπιβατηγῶν πλοίων ἅτινα μεταφέρουν οὐχί περισσοτέρους τῶν 36 ἐπιβατῶν.

(ιν) Τό Μέρος Δ΄ τοῦ παρόντος Κεφαλαίου θά ἔχῃ ἐφαρμογήν ἐπί τῶν νέων φορτηγῶν πλοίων.

(ν) Τό μέρος Ε΄ τοῦ παρόντος Κεφαλαίου θά ἔχῃ ἐφαρμογήν ἐπί τῶν νέων δεξαμενοπλοίων.

(γ) (ι) Τό μέρος Στ΄ τοῦ παρόντος Κεφαλαίου θά ἔχῃ ἐφαρμογήν ἐπί τῶν ὑπαρχόντων ἐπιβατηγῶν πλοίων ἅτινα μεταφέρουν περισσοτέρους τῶν 36 ἐπιβατῶν.

(ιι) 'Υπάρχοντα ἐπιβατηγά πλοῖα μεταφέροντα οὐχί περισσοτέρους τῶν 36 ἐπιβατῶν καί ὑπάρχοντα φορτηγά πλοῖα δέον ὅπως συμμορφοῦνται πρός τά κάτωθι:

(1) διά πλοῖα ἡ τρόπις τῶν ὁποίων ἐτέθη κατά ἤ μετά τήν ἡμερομηνίαν θέσεως ἐν ἰσχύϊ τῆς Διεθνοῦς Συμβάσεως περί 'Ασφαλείας τῆς 'Ανθρωπίνης Ζωῆς ἐν Θαλάσσῃ 1960 ἤ κατά τήν ἡμερομηνίαν ταύτην εὑρίσκοντο εἰς παρεμφερές πρός τό ἀνωτέρω στάδιον κατασκευῆς, ἡ 'Αρχή θά ἐξασφαλίζῃ ὅτι αἱ ἀπαιτήσεις αἱ ἐφαρμοζόμεναι συμφώνως πρός τάς διατάξεις τοῦ Κεφαλαίου II τῆς Συμβάσεως ἐκείνης διά τά νέα πλοῖα πληροῦνται καθώς αὗται καθορίζονται εἰς ἐκεῖνο τό Κεφάλαιον.

(2) διά πλοῖα τῶν ὁποίων ἡ τρόπις ἐτέθη κατά ἤ μετά τήν ἡμερομηνίαν θέσεως ἐν ἰσχύϊ τῆς Διεθνοῦς Συμβάσεως περί 'Ασφαλείας τῆς 'Ανθρωπίνης Ζωῆς ἐν Θαλάσσῃ 1948 ἤ κατά τήν ἡμερομηνίαν ταύτην εὑρίσκοντο εἰς παρεμφερές πρός τό ἀνωτέρω στάδιον κατασκευῆς, πάντως πρό τῆς ἡμερομηνίας θέσεως ἐν ἰσχύϊ τῆς Διεθνοῦς Συμβάσεως περί 'Ασφαλείας τῆς 'Ανθρωπίνης Ζωῆς ἐν Θαλάσσῃ 1960, ἡ 'Αρχή θά ἐξασφαλίζῃ ὅτι αἱ ἀπαιτήσεις ἐφαρμοζόμεναι συμφώνως πρός τάς διατάξεις τοῦ Κεφαλαίου II τῆς Συμβάσεως τοῦ 1948 διά νέα πλοῖα πληροῦνται καθώς αὗται καθορίζονται εἰς ἐκεῖνο τό Κεφάλαιον.

(3) διά πλοῖα τῶν ὁποίων ἡ τρόπις ἐτέθη πρό τῆς ἡμερομηνίας θέσεως ἐν ἰσχύϊ τῆς Διεθνοῦς Συμβάσεως περί 'Ασφαλείας τῆς 'Ανθρωπίνης Ζωῆς ἐν Θαλάσσῃ 1948 ἤ εὑρίσκοντο εἰς παρεμφερές πρός τό ἀνωτέρω στάδιον κατασκευῆς πρό τῆς ἡμερομηνίας ταύτης, ἡ 'Αρχή θά ἐξασφαλίζῃ ὅτι αἱ ἀπαιτήσεις αἱ ἐφαρμοζόμεναι συμφώνως πρός τάς διατάξεις τοῦ Κεφαλαίου II τῆς Συμβάσεως ἐκείνης διά τά ὑπάρχοντα πλοῖα πληροῦνται καθώς αὗται καθορίζονται εἰς ἐκεῖνο τό Κεφάλαιον.

(δ) Διά πᾶν ὑπάρχον πλοῖον συμφώνως πρός τάς διατάξεις τῆς παρούσης Συμβάσεως ἡ 'Αρχή, ἐπιπλέον τῆς ἐφαρμογῆς τῶν ἀπαιτήσεων τοῦ ἐδαφίου (γ)(ι) τοῦ παρόντος Κανονισμοῦ, θά ἀποφασίζῃ ποῖαι ἐκ τῶν ἀπαιτήσεων τοῦ παρόντος Κεφαλαίου τῶν μή περιλαμβανομένων εἰς τό Κεφάλαιον II τῶν συμβάσεων 1948 καί 1960 θά ἐφαρμόζωνται.

(ε) 'Η 'Αρχή, ἐφ' ὅσον ἤθελεν κρίνει ὅτι αἱ συνθῆκαι ἀσφαλείας καί αἱ γενικώτεραι συνθῆκαι τοῦ ταξειδίου εἶναι τοιαῦται ὥστε νά καθιστοῦν τήν ἐφαρμογήν εἰδικῶν τινῶν διατάξεων τοῦ Κεφαλαίου τούτου ἄσκοπον ἤ μή ἀναγκαίαν, δύναται νά ἐξαιρέσῃ τῆς ἐφαρμογῆς τούτων συγκεκριμένα πλοῖα ἤ κατηγορίας πλοίων ἀνηκόντων εἰς τήν χώραν της, ἐφ' ὅσον ταῦτα δέν ἀπομακρύνονται κατά τόν πλοῦν πλέον τῶν 20 μιλίων ἀπό τῆς πλησιεστέρας ξηρᾶς.

(στ) Εἰς τήν περίπτωσιν ἐπιβατηγῶν πλοίων χρησιμοποιουμένων εἰς εἰδικά ταξείδια διά τήν μεταφοράν μεγάλου ἀριθμοῦ ἐπιβατῶν εἰδικῶν ταξειδίων, ὡς λ.χ. ταξείδια προσκυνητῶν, ἡ 'Αρχή, ἐάν κρίνῃ ὅτι εἶναι πρακτικῶς ἀδύνατον νά ἐπιβάλῃ συμμόρφωσιν πρός τάς ἀπαιτήσεις τοῦ Παρόντος Κεφαλαίου, δύναται νά ἐξαιρέσῃ τά πλοῖα ταῦτα, ὅταν ἀνήκουσιν εἰς τήν χώραν της ἐκ τῶν ἀπαιτήσεων ἐκείνων ἐάν συμμορφοῦνται πλήρως πρός τάς διατάξεις:

(ι) τῶν προσηρτημένων εἰς τήν Συμφωνίαν τοῦ 1971 Κανόνων 'Επιβατηγῶν Πλοίων Εἰδικῶν Μεταφορῶν, καί

(ιι) τῶν προσηρτημένων εἰς τό Πρωτόκολλον τοῦ 1973, Κανόνων Περί 'Απαιτήσεων χώρων, διʼ 'Επιβατηγά Πλοῖα Εἰδικῶν Μεταφορῶν, ὅτε τοῦτο θά τεθῇ ἐν ἰσχύϊ.

Κανονισμός 2

Βασικαί 'Αρχαί

Σκοπός τοῦ παρόντος Κεφαλαίου εἶναι νά καθορίσῃ ἀπαιτήσεις αἱ ὁποῖαι θά ἐξ-

* Γίνεται μνεία τῆς Συστάσεως ἥτις υἱοθετήθη ὑπό τοῦ 'Οργανισμοῦ διά τῆς 'Αποφάσεως Α.211 (VII) ἐπί τῶν Μέτρων 'Ασφαλείας διά τούς Περιοδικῶς μή Φυλασσομένους Χώρους Μηχανῶν Φορτηγῶν Πλοίων, ἐπιπλέον ἐκείνων ἅτινα ὑπό ὁμαλάς συνθήκας θεωροῦνται ὡς ἀπαραίτητα διά τούς Φυλασσομένους Χώρους Μηχανῶν.

ασφαλίζουν πρακτικώς είς τόν ἀνώτατον βαθμόν προστασίαν κατά τῆς πυρκαϊᾶς, ἐντοπισμόν τῆς πυρκαϊᾶς καί κατάσβεσιν τῆς πυρκαϊᾶς ἐπί τῶν πλοίων.

Οἱ Κανονισμοί τοῦ παρόντος Κεφαλαίου ὑπόκεινται εἰς τάς ἀκολούθους βασικάς ἀρχάς αἱ ὁποῖαι εἶναι καταλλήλως ἐνσωματωμέναι εἰς αὐτούς, ληφθέντος ὑπ' ὄψιν τοῦ εἴδους τῶν πλοίων καί τοῦ πιθανοῦ δι' ἑκάστην περίπτωσιν κινδύνου πυρκαϊᾶς:

(α) διαίρεσις τοῦ πλοίου εἰς κυρίας κατακορύφους ζώνας δι' ὁριακῶν διαφραγμάτων ἐχόντων θερμικήν καί κατασκευαστικήν ἀντοχήν.

(β) διαχωρισμός τῶν χώρων ἐνδιαιτήσεως ἐκ τοῦ λοιποῦ πλοίου δι' ὁριακῶν διαφραγμάτων ἐχόντων θερμικήν καί κατασκευαστικήν ἀντοχήν.

(γ) περιωρισμένη χρῆσις εὐκαύστων ὑλικῶν.

(δ) ἐντοπισμός οἱασδήποτε πυρκαϊᾶς ἐντός τῆς ζώνης προελεύσεώς της.

(ε) ἐγκλωβισμός καί κατάσβεσις οἱασδήποτε πυρκαϊᾶς ἐντός τοῦ χώρου προελεύσεώς της.

(στ) προστασία τῶν μέσων διαφυγῆς ἤ τῶν ὁδῶν προσπελάσεως τῆς πυρκαϊᾶς διά τήν καταπολέμησιν.

(ζ) ἄμεσος διαθεσιμότης τῶν πυροσβεστικῶν μέσων.

(η) περιορισμός εἰς τό ἐλάχιστον τῆς πιθανότητος ἀναφλέξεως εὐφλέκτων ἀναθυμιάσεων τοῦ φορτίου.

Κανονισμός 3

Ὁρισμοί

Διά τούς σκοπούς τοῦ παρόντος Κεφαλαίου, ἐκτός ἐάν ἄλλως ρητῶς προβλέπεται :

(α) «Ἄκαυστον ὑλικόν» σημαίνει ὑλικόν τό ὁποῖον δέν καίγεται οὔτε ἀποδίδει εὐφλέκτους ἀτμούς εἰς ἀρκετήν ποσότητα δι' αὐτανάφλεξιν, ὅταν θά θερμανθοῦν εἰς θερμοκρασίαν περίπου 750°C (1.382°F) τούτου κρινομένου ὑπό τῆς Ἀρχῆς πρός ἱκανοποίησίν της, κατόπιν τῆς χρησιμοποιήσεως μιᾶς ἐκ τῶν καθιερωμένων διαδικασιῶν δοκιμῆς. * Οἱονδήποτε ἕτερον ὑλικόν εἶναι καύσιμον ὑλικόν.

(β) «Τυποποιημένη Δοκιμή Πυρός» εἶναι ἡ δοκιμή κατά τήν ὁποίαν δείγματα διαφραγμάτων καί καταστρωμάτων ἐκτίθενται ἐντός δοκιμαστικοῦ κλιβάνου εἰς θερμοκρασίας ἀνταποκρινομένας περίπου πρός τήν τυποποιημένην καμπύλην χρόνου-θερμοκρασίας. Τά δείγματα θά ἔχουν ἐκτεθειμένην ἐπιφάνειαν οὐχί μικροτέραν τῶν 4,65 τετραγ. μέτρων (50 τετραγ. ποδῶν) καί ὕψος (ἤ μῆκος ἐπί καταστρωμάτων) 2,44 μέτρων (8 ποδῶν) θά προσομοιάζουν ὅσον τό δυνατόν περισσότερον πρός τήν ἐπιδιωκομένην κατασκευήν καί θά περιλαμβάνουν ὅπου τοῦτο εἶναι ἀναγκαῖον τοὐλάχιστον ἕναν ἁρμόν. Ἡ τυποποιημένη καμπύλη χρόνου-θερμοκρασίας καθορίζεται διά μιᾶς γραφικῆς παραστάσεως συνδεούσης τά ἀκόλουθα σημεῖα:

εἰς	τό τέλος	τῶν	πρώτων	5	λεπτῶν	538°C (1.000°F)
εἰς	τό τέλος	τῶν	πρώτων	10	λεπτῶν	704°C (1.300°F)
εἰς	τό τέλος	τῶν	πρώτων	30	λεπτῶν	843°C (1.550°F)
εἰς	τό τέλος	τῶν	πρώτων	60	λεπτῶν	927°C (1.700°F)

(γ) «Τμήματα Κλάσεως «Α» εἶναι τά τμήματα τά ἀποτελούμενα ἐκ διαφραγμάτων καί καταστρωμάτων, ἅτινα πληροῦν τούς κάτωθι ὅρους:

(ι) εἶναι κατεσκευασμένα ἐκ χάλυβος ἤ ἐξ ἄλλου ἰσοδυνάμου ὑλικοῦ.

(ιι) εἶναι ἐπαρκῶς ἐνισχυμένα.

(ιιι) εἶναι οὕτω πως κατεσκευασμένα ὥστε νά δύνανται νά παρεμποδίσουν τήν δίοδον καπνοῦ καί φλογῶν μέχρι τέλους καί τυποποιημένης δοκιμῆς πυρός διαρκείας μιᾶς ὥρας.

(ιv) **εἶναι πυριμάχως μονωμένα δι' ἐγκεκριμένων ἀκαύστων ὑλικῶν κατά τοιοῦ**τον τρόπον ὥστε ἡ μέση θερμοκρασία ἐπί τῆς μή ἐκτεθειμένης ὄψεως νά μήν ὑψώνεται περισσότερον τῶν 139°C (250°F) ὑπεράνω τῆς ἀρχικῆς θερμοκρασίας καί οὔτε ἡ θερμοκρασία εἰς οἱονδήποτε σημεῖον, περιλαμβανομένου οἱουδήποτε ἁρμοῦ, νά ὑψώνεται περισσότερον τῶν 180°C (325°F) ὑπεράνω τῆς ἀρχικῆς θερμοκρασίας, ἐντός τῶν χρόνων τοῦ κατωτέρω πίνακος:

Κλάσις «Α-60»	60 λεπτά
Κλάσις «Α-30»	30 λεπτά
Κλάσις «Α-15»	15 λεπτά
Κλάσις «Α-0»	0 λεπτά

(v) Ἡ Ἀρχή δύναται νά ἀπαιτήση δοκιμήν ἑνός πρωτοτύπου διαφράγματος ἤ καταστρώματος ἵνα ἐξασφαλίση ὅτι τοῦτο πληροῖ τάς ὡς ἄνω ἀπαιτήσεις ὡς πρός τήν ἀκεραιότητα καί τήν ὕψωσιν τῆς θαρμοκρασίας.*

(δ) «Τμήματα Κλάσεως «Β»» εἶναι τά τμήματα τά ἀποτελούμενα ἐκ διαφραγμάτων, καταστρωμάτων, ὀροφῶν ἤ ἐπενδύσεων συμμορφουμένων πρός τά κάτωθι:

(ι) εἶναι οὕτω πως κατεσκευασμένα ὥστε νά δύνανται νά παρεμποδίζουν τήν δίοδον φλογός μέχρι τοῦ τέλους τῆς πρώτης ἡμισείας ὥρας τῆς τυποποιημένης δοκιμῆς πυρός.

(ιι) ἔχουν τοιοῦτον βαθμόν μονώσεως ὥστε ἡ μέση θερμοκρασία ἐπί τῆς μή ἐκτεθειμένης ὄψεως νά μήν ὑψώνεται περισσότερον τῶν 139°C (250°F) ὑπέρ τήν ἀρχικήν θερμοκρασίαν καί οὔτε ἡ θερμοκρασία εἰς οἱονδήποτε σημεῖον, περιλαμβανομένου οἱουδήποτε ἁρμοῦ, νά ὑψώνεται περισσότερον τῶν 225°C (405°F) ὑπέρ τήν ἀρχικήν θερμοκρασίαν, ἐντός τῶν χρόνων τοῦ κατωτέρω πίνακος:

Κλάσις «Β-15»	15 λεπτά
Κλάσις «Β-0»	0 λεπτά

(ιιι) **εἶναι κατασκευασμένα ἀπό ἐγκεκριμένα ἄκαυστα ὑλικά καί ὅλα τά ὑλικά τά ὁποῖα χρησιμοποιοῦνται διά τήν κατασκευήν καί τοποθέτησιν τῶν τμημάτων Κλάσεως «Β» εἶναι ἄκαυστα, πλήν τῆς περιπτώσεως ὅπου συμφώνως πρός τά μέρη Γ1 καί** Δ΄ τοῦ παρόντος Κεφαλαίου ἡ χρῆσις καυσίμου ὑλικοῦ δέν ἀποκλείεται, κατά τήν ὁποίαν θά ὑπάρχη συμμόρφωσις πρός τούς περιορισμούς ὑψώσεως θερμοκρασίας οἱ ὁποῖοι καθορίζονται εἰς τό ἐδάφιον (ιι) τῆς παρούσης παραγράφου μέχρι τοῦ τέλους τῆς πρώτης ἡμισείας ὥρας τῆς τυποποιημένης δοκιμῆς πυρός.

(ιv) Ἡ Ἀρχή δύναται νά ἀπαιτήση δοκιμήν ἑνός πρωτοτύπου τμήματος ἵνα ἐξασφαλίση ὅτι τοῦτο πληροῖ τάς ὡς ἄνω ἀπαιτήσεις ὡς πρός τήν ἀκεραιότητα καί τήν ὕψωσιν τῆς θερμοκρασίας.**

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* Γίνεται μνεία τῆς Συστάσεως ἥτις υἱοθετήθη ὑπό τοῦ Ὀργανισμοῦ διά τῆς Ἀποφάσεως Α.270 (VIII), ἐπί τῶν Μεθόδων Δοκιμῆς διά τήν Πιστοποίησιν Ὑλικῶν Ναυτικῶν Κατασκευῶν ὡς Ἀκαύστων.

* Γίνεται μνεία τῆς Συστάσεως ἥτις υἱοθετήθη ὑπό τοῦ Ὀργανισμοῦ διά τῆς Ἀποφάσεως Α.163 (ES.IV) καί Α.215 (VII), ἐπί τῶν Διαδικασιῶν Δοκιμῆς Πυρός διά Τμήματος Κλάσεως «Α» καί «Β».

** Γίνεται μνεία τῆς Συστάσεως ἥτις υἱοθετήθη ὑπό τοῦ Ὀργανισμοῦ διά τῶν ἀποφάσεων Α.163 (E.S.IV) καί Α.215 (VII) ἐπί τῶν Διαδικασιῶν Δοκιμῆς Πυρός διά Τμήματα Κλάσεως «Α» καί «Β».

(ε) «Τμήματα Κλάσεως «Γ»» θά είναι κατεσκευασμένα άπό έγκεκριμένα άκαυστα ύλικά. Ταῦτα δέν είναι άναγκαῖον ὅπως πληροῦν τάς άπαιτήσεις τάς σχετικάς πρός τήν δίοδον καπνοῦ καί φλογῶν οὔτε τάς τοιαύτας τῶν περιορισμῶν τῆς ὑψώσεως τῆς θερμοκρασίας.

(στ) «Συνεχεῖς 'Οροφαί ἤ ἐπενδύσεις Κλάσεως «Β»» είναι αἱ ὀροφαί ἤ ἐπενδύσεις Κλάσεως «Β» αἱ ὁποῖαι ἀπολήγουν μόνον εἰς τμῆμα Κλάσεως «Α» ἤ «Β».

(ζ) «Χάλυψ ἤ Ἄλλο Ἰσοδύναμον Ὑλικόν». Ὅπου ἀπαντᾶται ἡ φράσις «χάλυψ ἤ ἄλλο ἰσοδύναμον ὑλικόν» αἱ λέξεις «ἰσοδύναμον ὑλικόν» σημαίνουν πᾶν ὑλικόν τό ὁποῖον, ἀφ' ἑαυτοῦ ἤ κατόπιν γενομένης μονώσεως, παρουσιάζει ἰδιότητας κατασκευαστικάς καί ἀντοχῆς ἰσοδυνάμους πρός τάς τοῦ χάλυβος κατά τό τέλος τῆς ἐφαρμοζομένης ἐκθέσεως εἰς τό πῦρ τῆς τυποποιημένης δοκιμῆς πυρός (π.χ. τό ἀλουμίνιον μετά καταλλήλου μονώσεως).

(η) «Χαμηλή Ἐξάπλωσις Φλογός» σημαίνει ὅτι ἡ οὕτω περιγραφομένη ἐπιφάνεια θά ἀνθίσταται ἐπαρκῶς εἰς τήν ἐξάπλωσιν τῆς φλογός, τούτου καθοριζομένου διά καταλλήλου τρόπου δοκιμῆς τῆς ἐγκρίσεως τῆς Ἀρχῆς.

(θ) «Κατακόρυφοι Κύριαι Ζῶναι» εἶναι αἱ ζῶναι, αἵτινες σχηματίζονται ἐκ τῆς διαιρέσεως τοῦ σκάφους, τῶν ὑπερκατασκευασμάτων καί τῶν ὑπερστεγασμάτων διά πυριμάχων τμημάτων κλάσεως «Α», τῶν ὁποίων τό μέσον μῆκος ἄνωθεν οἱουδήποτε καταστρώματος δέν ὑπερβαίνει γενικῶς τά 40 μέτρα (ἤ 131 πόδας).

(ι) «Χῶροι Ἐνδιαιτήσεως» εἶναι οἱ κοινόχρηστοι χῶροι, οἱ διάδρομοι, οἱ χῶροι ὑγιεινῆς, οἱ θαλαμίσκοι, τά γραφεῖα, τά διαμερίσματα πληρώματος, τά κομμωτήρια, τά ἀπομονωμένα κυλικεῖα καί ἑρμάρια ὑπηρεσίας καί παρόμοιοι χῶροι.

(ια) «Κοινόχρηστοι Χῶροι» εἶναι οἱ χῶροι ἐνδιαιτήσεως, οἵτινες χρησιμοποιοῦνται ὡς προθάλαμοι, τραπεζαρίαι, αἴθουσαι καί παρόμοιοι μονίμως περίκλειστοι χῶροι.

(ιβ) «Χῶροι Ὑπηρετικοί» εἶναι οἱ χρησιμοποιούμενοι διά μαγειρεῖα, τά κυλικεῖα, αἱ ἀποθῆκαι (ἐξαιρέσει τῶν ἀπομονωμένων κυλικείων καί ἑρμαρίων), οἱ χῶροι ταχυδρομείου καί ἀξιῶν, ἐργαστήρια, ἕτερα ἐκεῖνων τά ὁποῖα ἀποτελοῦν μέρος τῶν χώρων μηχανῶν καί παρόμοιοι χῶροι καί αἱ προσβάσεις εἰς τοιούτους χώρους.

(ιγ) «Χῶροι Φορτίου» εἶναι πάντες οἱ χῶροι οἱ χρησιμοποιούμενοι διά φορτία (περιλαμβανομένων τῶν πετρελαιοδεξαμενῶν φορτίου) καί οἱ ὀχετοί οἱ ἄγοντες εἰς τούς χώρους τούτους.

(ιδ) «Χῶροι Εἰδικοῦ Προορισμοῦ» εἶναι οἱ περίκλειστοι ἐκεῖνοι χῶροι ἄνωθεν ἤ κάτωθεν τοῦ καταστρώματος στεγανῶν οἱ προοριζόμενοι διά τήν μεταφοράν μηχανοκινήτων ὀχημάτων φερόντων καύσιμον εἰς τάς δεξαμενάς των διά τήν προώθησίν των, πρός καί ἀπό τούς ὁποίους, τά ὀχήματα ταῦτα, δύνανται νά ὁδηγοῦνται καί πρός τούς ὁποίους ὑφίσταται προσπέλασις ὑπό τῶν ἐπιβατῶν.

(ιε) «Χῶροι Μηχανῶν Κατηγορίας Α» εἶναι ὅλοι οἱ χῶροι οἱ ὁποῖοι περιλαμβάνουν:

(ι) μηχανήματα τύπου ἐσωτερικῆς καύσεως χρησιμοποιούμενα εἴτε διά σκοπούς προώσεως εἴτε δι' ἄλλους σκοπούς, ὅπου τά μηχανήματα ταῦτα ἔχουν συνολικῶς ἰσχύν ἀποδόσεως οὐχί μικροτέραν τῶν 373 KW, ἤ

(ιι) οἱονδήποτε πετρελαιολέβητα ἤ μηχάνημα καύσεως πετρελαίου, καί ὀχετούς ἄγοντας εἰς τούς χώρους τούτους.

(ιστ) «Χῶροι Μηχανῶν» εἶναι ὅλοι οἱ χῶροι μηχανῶν Κατηγορίας Α καί ὅλοι οἱ ἄλλοι χῶροι οἱ ὁποῖοι περιλαμβάνουν μηχανήματα προώσεως, λέβητας, μηχανήματα καύσεως πετρελαίου, ἀτμομηχανάς καί μηχανάς ἐσωτερικῆς καύσεως, γεννητρίας, καί κύρια ἠλεκτρικά μηχανήματα, μονάδας καυσίμου πετρελαίου, ψυκτικά μηχανήματα, σταθεροτῆρας, μηχανήματα κλιματισμοῦ καί ἀερισμοῦ καθώς καί παρεμφερεῖς πρός τούς ἀνωτέρω χῶροι καί ὀχετοί ἄγοντες εἰς τούς χώρους τούτους.

(ιζ) «Μονάς Καυσίμου Πετρελαίου» εἶναι ἡ συσκευή ἡ ὁποία χρησιμοποιεῖται διά τήν προπαρασκευήν τοῦ καυσίμου πετρελαίου πρός διοχέτευσιν εἰς πετρελαιολέβητα, ἤ ἡ συσκευή ἡ χρησιμοποιουμένη διά τήν προπαρασκευήν πρός διοχέτευσιν θερμανθέντος πετρελαίου εἰς μηχανήν ἐσωτερικῆς καύσεως, καί περιλαμβάνει οἱανδήποτε ἀντλίαν καταθλίψεως πετρελαίου, φίλτρα καί θερμαντῆρας ἐντός τῶν ὁποίων ἡ πίεσις τοῦ πετρελαίου ὑπερβαίνει τά 1,8 χιλιόγραμμα ἀνά τετραγωνικόν ἑκατοστόν (25 λίβρας ἀνά τετραγωνικόν δάκτυλον).

(ιη) «Σταθμοί Ἐλέγχου» εἶναι οἱ χῶροι ἐκεῖνοι ἐντός τῶν ὁποίων εἶναι τοποθετημέναι αἱ ραδιοτηλεγραφικαί συσκευαί ἤ τά κύρια ὄργανα ναυσιπλοΐας ἤ ἡ ἠλεκτρογεννήτρια κινδύνου ἤ ἐκεῖ ὅπου εἶναι συγκεντρωμένα τά ὄργανα καταγραφῆς καί ἐλέγχου τῆς πυρκαϊᾶς.

(ιθ) «Αἴθουσαι περιέχουσαι Ἔπιπλα καί στοιχεῖα Ἐπιπλώσεως Περιωρισμένου Κινδύνου Πυρκαϊᾶς» εἶναι, διά τούς σκοπούς τοῦ Κανονισμοῦ 20 τοῦ παρόντος Κεφαλαίου, ἐκεῖναι αἱ αἴθουσαι αἱ ὁποῖαι περιέχουν ἔπιπλα καί στοιχεῖα ἐπιπλώσεως περιωρισμένου κινδύνου πυρκαϊᾶς (ἤτοι κοιτῶνες, κοινόχρηστοι χῶροι, γραφεῖα ἤ ἄλλης μορφῆς ἐνδιαιτήματα) ἐντός τῶν ὁποίων:

(ι) ὅλα τά μόνιμα ἔπιπλα ὡς γραφεῖα, ἱματιοθῆκαι, τουαλέται κ.λπ. εἶναι κατεσκευασμένα ἐξ ὁλοκλήρου ὑπό ἐγκεκριμένων ἀκαύστων ὑλικῶν, μέ τήν ἐξαίρεσιν τῆς χρήσεως καυσίμου ὑλικοῦ ὡς διακοσμητικοῦ ἐπικαλύμματος τῶν τοιούτων ἀντικειμένων ἐπί τῶν ἐκτεθειμένων ἐπιφανειῶν αὐτῶν, πάχους οὐχί μεγαλυτέρου τῶν 2 χιλιοστομέτρων (1/12 δακτύλου).

(ιι) ὅλα τά ἐλευθέρως κινούμενα ἔπιπλα ὡς καθίσματα, καναπέδες, τραπέζια, εἶναι κατεσκευασμένα ἐκ σκελετοῦ ἀπό ἄκαυστα ὑλικά.

(ιιι) ὅλος ὁ ἱματισμός, τά παραπετάσματα, καί ἄλλα ἀναρτώμενα ἐξ ὑφάσματος εἴδη ἔχουν, εἰς βαθμόν ἱκανοποιοῦντα τήν Ἀρχήν, ἰδιότητες ἀντιστάσεως εἰς τήν διάδοσιν τῶν φλογῶν οὐχί κατωτέρας ἐκείνων τάς ὁποίας ἔχει ἔριον εἰδικοῦ βάρους 0,8 χιλιογράμμων ἀνά τετραγωνικόν μέτρον (24 οὐγγιές ἀνά τετραγωνικήν ὑάρδαν).

(ιν) ὅλοι οἱ τάπητες ἔχουν εἰς βαθμόν ἱκανοποιοῦντα τήν Ἀρχήν, ἰδιότητας ἀντιστάσεως εἰς τήν διάδοσιν τῶν φλογῶν οὐχί κατωτέρας ἐκείνων τάς ὁποίας ἔχει ἰσοδύναμον μάλλινον ὕφασμα χρησιμοποιούμενον διά τόν αὐτόν σκοπόν.

(ν) ὅλαι αἱ ἐκτεθειμέναι ἐπιφάνειαι τῶν διαφραγμάτων, ἐπιστρώσεων καί ὀροφῶν ἔχουν χαρακτηριστικά χαμηλῆς ἐξαπλώσεως τῶν φλογῶν.

(κ) «Κατάστρωμα στεγανῶν» εἶναι τό ἀνώτατον κατάστρωμα μέχρι τοῦ ὁποίου ἐξικνοῦνται αἱ ἐγκάρσιοι στεγαναί φρακταί.

(κα) «Νεκρόν Βάρος» εἶναι ἡ διαφορά εἰς μετρικούς τόννους μεταξύ τοῦ ἐκτοπίσματος τοῦ πλοίου ἐντός ὕδατος εἰδικοῦ βάρους 1,025 εἰς τήν γραμμήν φορτώσεως τήν ἀνταποκρινομένην πρός τό ὕψος ἐξάλων θέρους καί τοῦ πλοίου κενοῦ.

(κβ) «Πλοῖον κενόν» εἶναι τό ἐκτόπισμα πλοίου εἰς μετρικούς τόννους ἄνευ φορτίου, καυσίμων, ἐλαίου λιπάνσεως, θαλασσέρματος, γλυκέος καί τροφοδοτικοῦ ὕδατος εἰς δεξαμενάς, ἀναλωσίμων ὑλικῶν, ἐπιβατῶν, πληρώματος καί ἀτομικῶν ἀντικειμέ-

μένων αὐτῶν.

(κγ) «Πλοῖον συνδεδυασμένων μεταφορῶν» εἶναι δεξαμενόπλοιον σχεδιασμένον διά νά μεταφέρῃ πετρελειοειδῆ ἤ ἐναλλακτικῶς ξηρά φορτία χύδην.

Κανονισμός 4

Σχεδιαγράμματα 'Ελέγχου Πυρκαϊᾶς

Πρός καθοδήγησιν τῶν ἀξιωματικῶν ἐφ' ὅλων τῶν νέων καί ὑπαρχόντων πλοίων θά ὑπάρχουν μονίμως ἐκτεθειμένα σχεδιαγράμματα γενικῆς διατάξεως δεικνύοντα εὐδιακρίτως τούς σταθμούς ἐλέγχου ἑκάστου καταστρώματος, τούς διαφόρους πυριμάχους χώρους τούς περικλειομένους ὑπό τμημάτων «Α» κλάσεως, τούς χώρους (ἐάν ὑπάρχουν) τούς περικλειομένους ὑπό τμημάτων «Β» κλάσεως, ὁμοῦ μέ στοιχεῖα περί τῶν συναγερμῶν πυρκαϊᾶς, τῆς ἐγκαταστάσεως ραντιστήρων, ἐάν ὑπάρχῃ, τῶν πυροσβεστικῶν μέσων, τῶν συστημάτων ἀνιχνεύσεως, τῶν μέσων εἰσόδου εἰς τά διαφορα διαμερίσματα, καταστρώματα κ.λπ. καί τῶν συστημάτων ἀερισμοῦ, περιλαμβανομένων καί στοιχείων τῶν θέσεων ἐλέγχου τῶν ἀνεμιστήρ..ν, τῶν θέσεων τῶν φρακτῶν καί τῶν ἐνδεικτικῶν ἀριθμῶν τῶν ἐξυπηρετούντων ἕκαστον χῶρον ἀνεμιστήρων ἀερισμοῦ. 'Εναλλακτικῶς, κατά τήν κρίσιν τῆς 'Αρχῆς, αἱ προμνησθεῖσαι λεπτομέρειαι δύνανται νά καταχωρηθοῦν εἰς ἐγχειρίδιον, ἀντίτυπον τοῦ ὁποίου θά χορηγῆται εἰς ἕκαστον ἀξιωματικόν, ἐνῶ ἕτερον τοιοῦτον θά ὑπάρχῃ, ἐν παντί χρόνῳ, ἐπί τοῦ πλοίου εἰς προσιτήν θέσιν. Τά σχεδιαγράμματα καί τά ἐγχειρίδια θά τηρῶνται ἐνημερωμένα, πᾶσα δέ τροποποίησις θά καταχωρῆται ἐν αὐτοῖς ὅσον τό δυνατόν ταχύτερον. Αἱ περιγραφαί τῶν τοιούτων σχεδιαγραμμάτων καί ἐγχειριδίων θά εἶναι εἰς τήν 'Εθνικήν γλῶσσαν. 'Εάν ἡ χρησιμοποιουμένη γλῶσσα δέν εἶναι 'Αγγλικά ἤ Γαλλικά ἅπαντα τά ἀνωτέρω δέον ὅπως περιλαμβάνωνται ἐν μεταφράσει εἰς μίαν ἐκ τῶν γλωσσῶν αὐτῶν. 'Επιπροσθέτως, ὁδηγίαι ἀφορῶσαι εἰς τήν συντήρησιν καί λειτουργίαν ὅλου τοῦ ἐξοπλισμοῦ καί τῶν ἐπί τοῦ πλοίου ἐγκαταστάσεων διά τήν καταπολέμησιν καί ἐγκλοβισμόν τῆς πυρκαϊᾶς θά διατίθενται εἰς ἑνιαῖον ἐγχειρίδιον, ὅπερ θά ἀνευρίσκεται ἀμέσως εἰς εὐκόλως προσιτήν θέσιν.

Κανονισμός 5

'Αντλίαι Πυρκαϊᾶς, Κύριαι Σωληνώσεις Πυρκαϊᾶς, Λήψεις καί Εὔκαμπτοι Σωλῆνες

(α) *'Ολική παροχή ἀντλιῶν πυρκαϊᾶς*

(ι) 'Επί ἐπιβατηγοῦ πλοίου, αἱ ἀπαιτούμεναι ἀντλίαι πυρκαϊᾶς θά εἶναι ἱκαναί ὅπως παρέχουν διά τόν σκοπόν καταπολεμήσεως τῆς πυρκαϊᾶς, ὑπό κατάλληλον πίεσιν, ὡς αὕτη καθορίζεται κατωτέρω, ποσότητα ὕδατος οὐχί μικροτέραν τῶν δύο τρίτων τῆς ποσότητος τήν ὁποίαν δέον νά παρέχουν αἱ ἀντλίαι κύτους ὅταν αὗται χρησιμοποιοῦνται διά τήν ἀπάντλησιν τῶν κυτῶν.

(ιι) 'Επί φορτηγοῦ πλοίο.. αἱ ἀπαιτούμεναι ἀντλίαι πυρκαϊᾶς, ἐκτός τῆς ἀντλίας κινδύνου (ἐάν ὑπάρχῃ οιαύτη), θά εἶναι ἱκαναί νά παρέχουν διά τόν σκοπόν τῆς καταπολεμήσεως τῆς πυρκαϊᾶς, ὑπό κατάλληλον πίεσιν, καθοριζομένην κατωτέρω ποσότητα ὕδατος οὐχί μικροτέραν τῶν τεσσάρων τρίτων τῆς συμφώνως πρός τόν Κανονισμόν 18 τοῦ Κεφαλαίου II-I ἀπαιτουμένης ποσότητος δι' ἑκάστην τῶν ἀνεξαρτήτων ἀντλιῶν κύτους, ἑνός ἐπιβατηγοῦ πλοίου τῶν ἰδίων διαστάσεων, ὅταν αὕτη χρησιμοποιῆται διά τήν ἀπάντλησιν τῶν κυτῶν, λαμβανομένου ὑπ' ὄψιν ὅτι δι' οὐδέν φορτηγόν πλοῖον εἶναι ἀναγκαῖον ἡ συνολικῶς ἀπαιτουμένη ἱκανότης παροχῆς ὕδατος τῶν ἀντλιῶν πυρκαϊᾶς νά ὑπερβαίνῃ τά 180 κυβικά μέτρα καθ' ὥραν.

(β) *'Αντλίαι πυρκαϊᾶς*

(ι) Αἱ ἀντλίαι πυρκαϊᾶς θά ἔχουν ἀνεξάρτητον κίνησιν. Αἱ ἀντλίαι ὑγιεινῆς, ἕρματος, ἀπαντλήσεως κυτῶν ἤ ἀντλίαι γενικῆς χρήσεως, δύνανται νά θεωρηθῶσιν ὡς ἀντλίαι πυρκαϊᾶς, ὑπό τόν ὅρον ὅτι δέν θά χρησιμοποιηθοῦν κανονικῶς διά τήν ἄντλησιν πετρελαίου καί ἐάν χρησιμοποιῶνται ἐνίοτε διά τήν μετάγγισιν ἤ τήν ἄντλησιν πετρελαίου καυσίμου, θά τοποθετοῦνται κατάλληλα μέσα διά τήν ἐναλλαγήν.

(ιι) (1) 'Επί ἐπιβατηγοῦ πλοίου μεταφέροντος περισσοτέρους τῶν 36 ἐπιβατῶν ἡ παροχή ἑκάστης ἐκ τῶν ἀπαιτουμένων ἀντλιῶν πυρκαϊᾶς θά εἶναι οὐχί μικροτέρα τῶν 80 τοῖς ἑκατόν τοῦ πηλίκου τοῦ προκύπτοντος ἐκ τῆς διαιρέσεως τῆς ὁλικῆς ἀπαιτουμένης παροχῆς διά τοῦ ἐλαχίστου ἀριθμοῦ τῶν ἀπαιτουμένων ἀντλιῶν πυρκαϊᾶς καί ἐν πάσῃ περιπτώσει ἑκάστη ἀντλία θά εἶναι ἱκανή νά τροφοδοτῇ τάς δύο τοὐλάχιστον ἀπαιτούμενα προβολάς ὕδατος. Αἱ ἀντλίαι αὗται πυρκαϊᾶς θά εἶναι ἱκαναί νά τροφοδοτοῦν τό κύριον δίκτυον πυρκαϊᾶς ὑπό τάς ἀπαιτουμένας συνθήκας.

"Οπου ἐγκαθίστανται ἀντλίαι μεγαλυτέρου ἀριθμοῦ τοῦ ἐλαχίστου ἀπαιτουμένου, ἡ παροχή τῶν τοιούτων προσθέτων ἀντλιῶν θά τυγχάνῃ τῆς ἐγκρίσεως τῆς 'Αρχῆς.

(2) 'Επί πλοίων οἱουδήποτε ἄλλου εἴδους, ἡ παροχή ἑκάστης ἐκ τῶν ἀπαιτουμένων ἀντλιῶν πυρκαϊᾶς (ἐκτός τῆς ἀντλίας κινδύνου τῆς ἀπαιτουμένης ὑπό τοῦ Κανονισμοῦ 52 τοῦ παρόντος Κεφαλαίου) θά εἶναι οὐχί μικροτέρα τῶν 80 τοῖς ἑκατόν τοῦ πηλίκου τοῦ προκύπτοντος ἐκ τῆς διαιρέσεως τῆς ὁλικῶς ἀπαιτουμένης παροχῆς διά τοῦ ἀριθμοῦ τῶν ἀπαιτουμένων ἀντλιῶν πυρκαϊᾶς, καί ἐν πάσῃ περιπτώσει θά εἶναι ἱκανή νά τροφοδοτῇ τό κύριον δίκτυον τῆς πυρκαϊᾶς ὑπό τάς ἀπαιτουμένας συνθήκας. "Οπου ἐγκαθίστανται περισσότεραι ἀντλίαι ἀπό τόν ἐλάχιστον ἀπαιτούμενο ἀριθμό, ἡ παροχή αὐτῶν θά ἱκανοποιῇ τήν 'Αρχήν.

(ιιι) "Απασαι αἱ ἀντλίαι πυρκαϊᾶς θά ἐφοδιάζωνται δι' ἀσφαλιστικῶν βαλβίδων, ὅταν αὗται δύνανται νά ἀναπτύξουν πίεσιν ὑπερβαίνουσαν τήν ὑπολογισθεῖσαν πίεσιν τῶν σωληνώσεων ὕδατος, τῶν λήψεων πυρκαϊᾶς καί τῶν εὐκάμπτων σωλήνων. Αἱ βαλβίδες αὗται θά εἶναι τοποθετημέναι καί ρυθμισμέναι κατά τοιοῦτον τρόπον ὥστε νά προλαμβάνουν τήν ὑπερβολικήν πίεσιν εἰς οἱονδήποτε τμῆμα τῆς κυρίας σωληνώσεως πυρκαϊᾶς.

(γ) *Πίεσις εἰς τό σύστημα τῆς κυρίας σωληνώσεως πυρκαϊᾶς*

(ι) 'Η διάμετρος τῆς κυρίας σωληνώσεως πυρκαϊᾶς θά εἶναι ἀρκετή, ὥστε νά ἐξασφαλίζεται ἡ ἱκανοποιητική διοχέτευσις τῆς μεγίστης ἀπαιτουμένης παροχῆς δύο ἀντλιῶν πυρκαϊᾶς συγχρόνως λειτουργουσῶν, ἐκτός τῆς περιπτώσεως φορτηγῶν πλοίων καθ' ἥν ἡ διάμετρος εἶναι ἀναγκαῖον ὅπως ἐπαρκῇ μόνον διά τήν κατάθλιψιν 140 κυβικῶν μέτρων καθ' ὥραν.

(ιι) "Οτε δύο ἀντλίαι καταθλίβουν συγχρόνως διά τῶν ἀκροσωληνίων, τῶν καθοριζομένων εἰς τήν παράγραφον (ζ) τοῦ παρόντος Κανονισμοῦ, τήν ποσότητα ὕδατος τήν καθοριζομένην εἰς τό ἐδάφιον (ι) τῆς παρούσης παραγράφου, μέσῳ οἱωνδήποτε παρακειμένων λήψεων πυρκαϊᾶς, δέον νά τηρῶνται αἱ κατωτέρω ἐλάχισται πιέσεις εἰς ἁπάσας τάς λήψεις

'Επιβατηγά πλοῖα:

4.000 κόρων ὁλικῆς χωρητικότητος καί ἄνω.	3,2 χιλιόγραμμα ἀνά τετρ. ἑκατοστόμετρον (45 λίβραι ἀνά τετρ. δάκτυλον).
1.000 κόρων ὁλικῆς χωρητικότητος καί ἄνω, ἀλλά κάτω τῶν 4.000 κόρων ὁλικῆς χωρητικότητος.	2,8 χιλιόγραμμα ἀνά τετρ. ἑκατοστόμετρον (40 λίβραι ἀνά τετρ. δάκτυλον).
Κάτω τῶν 1.000 κόρων ὁλικῆς χωρητικότητος.	Κατά τήν κρίσιν τῆς 'Αρχῆς.

Φορτηγά πλοία.

6.000 κόρων ὁλικῆς χωρητικότητος καί ἄνω.	2,8 χιλιόγραμμα ἀνά τετρ. ἑκατοστόμετρον (40 λίβραι ἀνά τετρ. δάκτυλον).
1000 κόρων ὁλικῆς χωρητικότητος ἄνω, ἀλλά κάτω τῶν 6.000 κόρων ὁλικῆς χωρητικότητος	2,6 χιλιόγραμμα ἀνά τετρ. ἑκατοστόμετρον (37 λίβραι ἀνά τετρ. δάκτυλον).
Κάτω τῶν 1.000 κόρων ὁλικῆς χωρητικότητος.	Κατά τήν κρίσιν τῆς 'Αρχῆς.

(δ) *'Αριθμός καί θέσις λήψεων πυρκαϊᾶς*

'Ο ἀριθμός καί ἡ θέσις λήψεων πυρκαϊᾶς θά εἶναι τοιαῦται ὥστε δύο τοὐλάχιστον προβολαί ὕδατος, μή παρεχόμεναι ἐκ τῆς αὐτῆς λήψεως πυρκαϊᾶς, ἐκ τῶν ὁποίων ἡ μία θά ἐκτοξεύεται δι'ἑνός ἁπλοῦ τεμαχίου εὐκάμπτου σωλῆνος, νά δύνανται νά φθάσουν εἰς οἱονδήποτε τμῆμα τοῦ πλοίου κανονικῶς προσιτόν εἰς τούς ἐπιβάτας ἤ τό πλήρωμα, ὅταν τό πλοῖον εὑρίσκεται ἐν πλῷ.

(ε) *Σωληνώσεις καί Λήψεις Πυρκαϊᾶς*

(ι) Διά τάς κυρίας σωληνώσεις πυρκαϊᾶς καί λήψεις πυρκαϊᾶς δέν θά χρησιμοποιοῦνται ὑλικά ἅτινα προσβάλλονται ὑπό τῆς θερμότητος, ἐκτός ἐάν ἐπαρκῶς προστατεύονται. Αἱ σωληνώσεις καί αἱ λήψεις πυρκαϊᾶς θά τοποθετοῦνται κατά τρόπον ὥστε οἱ εὔκαμπτοι σωλῆνες πυρκαϊᾶς νά δύνανται εὐκόλως νά συνδέωνται ἐπ'αὐτῶν. 'Επί πλοίων, ἐπί τῶν ὁποίων ἐνδέχεται νά φορτωθῇ φορτίον ἐπί τοῦ καταστρώματος, αἱ θέσεις τῶν λήψεων πυρκαϊᾶς θά εἶναι τοιαῦται ὥστε, νά εἶναι πάντοτε εὐκόλως προσιταί καί αἱ σωληνώσεις θά εἶναι διατεταγμέναι, εἰς τρόπον ὥστε νά ἀποφεύγεται, ὅσον εἶναι πρακτικῶς δυνατόν, ὁ κίνδυνος βλάβης ἐκ τοῦ τοιούτου φορτίου. 'Εκτός καί ἐάν προβλέπεται εἷς εὔκαμπτος σωλήν καί ἀκροσωλήνιον δι'ἑκάστην λῆψιν πυρκαϊᾶς ἐπί τοῦ πλοίου, δέον νά ὑπάρχῃ πλήρης ἀνταλλακτικότης μεταξύ τῶν συνδέσμων τῶν εὐκάμπτων σωλήνων καί τῶν ἀκροσωληνίων.

(ιι) Εἰς κρουνός ἤ ἐπιστόμιον θά τοποθετῆται πρός ἐξυπηρέτησιν ἑκάστου εὐκάμπτου σωλῆνος κατά τρόπον ὥστε οἱοσδήποτε εὔκαμπτος σωλήν πυρκαϊᾶς νά δύναται νά ἀποσυνδεθῇ καθ'ὅν χρόνον αἱ ἀντλίαι πυρκαϊᾶς εἶναι ἐν λειτουργίᾳ.

(στ) *Εὔκαμπτοι Σωλῆνες Πυρκαϊᾶς*

Οἱ εὔκαμπτοι σωλῆνες πυρκαϊᾶς θά εἶναι κατεσκευασμέναι ἐξ ὑλικοῦ ἐγκεκριμένου ὑπό τῆς 'Αρχῆς καί θά εἶναι ἀρκετοῦ μήκους ὥστε νά ἐκσφενδονίζουν προβολήν ὕδατος εἰς οἱονδήποτε χῶρον εἰς τόν ὁποῖον δυνατόν ἀπαιτεῖται νά χρησιμοποιηθοῦν. Τό μέγιστον μῆκος αὐτῶν θά εἶναι τῆς ἐγκρίσεως τῆς 'Αρχῆς. 'Εκαστος εὔκαμπτος σωλήν θά ἐφοδιάζεται δι'ἀκροσωληνίου καί τῶν ἀπαιτουμένων συνδέσμων. Οἱ εὔκαμπτοι σωλῆνες οἵτινες ἀναφέρονται εἰς τό παρόν Κεφάλαιον ὡς «εὔκαμπτοι σωλῆνες πυρκαϊᾶς», δέον ὁμοῦ μετά τῶν ἀναγκαίων ἐξαρτημάτων καί ἐργαλείων νά εἶναι ἕτοιμοι πρός χρῆσιν εἰς ἐμφανεῖς θέσεις πλησίον τῶν λήψεων πυρκαϊᾶς ἤ τῶν συνδέσμων πυρκαϊᾶς. 'Επιπροσθέτως, εἰς ἐσωτερικούς χώρους, ἐπ. ατ.ιγῶν πλοίων μεταφερόντων περισσοτέρους τῶν 36 ἐπιβατῶν οἱ εὔκαμπτοι σωλῆνες πυρκαϊᾶς θά εἶναι συνεχῶς συνδεδεμένοι εἰς τάς λήψεις πυρκαϊᾶς.

(ζ) *'Ακροσωλήνια*

(ι) Διά τούς σκοπούς τοῦ παρόντος Κεφαλαίου, αἱ τυποποιημέναι διάμετροι τῶν ἀκροσωληνίων θά εἶναι 12 χιλιοστομέτρων (½ δακτύλου), 16 χιλιοστομέτρων (⅝ δακτύλου) καί 19 χιλιοστομέτρων (¾ δακτύλου), ἤ διαμέτρου ὅσον τό δυνατόν πληρεστέρας πρός ταύτας. Δύναται νά ἐπιτραπῇ ἡ χρησιμοποίησις μεγαλυτέρων διαμέτρων ἀκροσωληνίων κατά τήν κρίσιν τῆς 'Αρχῆς.

(ιι) Διά τούς χώρους ἐνδιαιτήσεως καί ὑπηρετικούς, δέν ἀπαιτεῖται νά χρησιμοποιοῦνται ἀκροσωλήνια διαμέτρου μεγαλυτέρας τῶν 12 χιλιοστομέτρων (½ δακτύλου).

(ιιι) Διά τούς χώρους Μηχανῶν καί τάς ἐξωτερικάς θέσεις, ἡ διάμετρος τοῦ ἀκροσωληνίου θά εἶναι τοιαύτη, ὥστε νά ἐπιτυγχάνεται ἡ μεγίστη δυνατή παροχή ἐκ δύο προβολῶν ἐκτοξευομένων ὑπό τῆς μικροτέρας ἀντλίας καί ὑπό τήν πίεσιν τήν ἀναφερομένην εἰς τήν παράγραφον (γ), τοῦ παρόντος Κανονισμοῦ, προβλεπομένου ὅτι δέν ἀπαιτεῖται νά χρησιμοποιῆται ἀκροσωλήνιον διαμέτρου μεγαλυτέρας τῶν 19 χιλιοστομέτρων (¾ δακτύλου).

(ιν) Διά τούς χώρους μηχανῶν ἤ παρεμφερεῖς χώρους ἔνθα ὑφίσταται κίνδυνος ἐκχύσεως πετρελαίου, τά ἀκροσωλήνια δέον ὅπως εἶναι κατάλληλα διά ραντισμόν ὕδατος ἐπί τοῦ πετρελαίου ἤ ἐναλλακτικῶς εἶναι τύπου διπλῆς χρήσεως.

(η) *Διεθνής Τύπος Συνδέσμου Μετά τῆς Ξηρᾶς*

Αἱ τυποποιημέναι διαστάσεις τῶν περιαυχενίων διά τόν διεθνῆ τύπον συνδέσμου μετά τῆς ξηρᾶς, ἅτινα ἀπαιτεῖται εἰς τό παρόν Κεφάλαιον ὅπως εἶναι ἐγκατεστημένα ἐπί τοῦ πλοίου, δέον ὅπως ἀνταποκρίνωνται πρός τόν ἀκόλουθον πίνακα:

Περιγραφή	Διαστάσεις
'Εξωτερική διάμετρος	178 χιλιοστόμετρα (7 δάκτυλοι)
'Εσωτερική διάμετρος	64 χιλιοστόμετρα (2½ δάκτυλοι)
Διάμετρος κύκλου κοχλιῶν	132 χιλιοστόμετρα (5¼ δάκτυλοι
'Εγκοπαί εἰς τό περιαυχένιον	4 ὀπαί διαμέτρου 19 χιλ/τρων (¾ δακτύλου) ἰσαπέχουσαι, κείμεναι ἐπί περιφερείας κοχλιῶν τῆς ἄνω διαμέτρου, συνεχιζόμεναι δι'ἐγκοπῆς 19 χιλ/τρων μέχρι τῆς περιφερείας τοῦ περιαυχενίου.
Πάχος περιαυχενίου	14,5 χιλ/τρα (⁹⁄₁₆ δακτύλου) τοὐλάχιστον
Κοχλίαι καί περικόχλια	4, ἕκαστον διαμέτρου 16 χιλ/τρων (⅝ δακτύλου), μήκους 50 χιλ/τρων (2 δακτύλων)

'Ο σύνδεσμος θά κατασκευάζεται ἐξ ὑλικοῦ καταλλήλου διά πίεσιν λειτουργίας 10,5 χιλιογράμμων ἀνά τετρ. ἑκατοστόμετρον (ἤ 150 λιβρῶν ἀνά τετρ. δάκτυλον). Τό περιαυχένιον θά ἔχῃ ἐπιφάνειαν ἐπίπεδον ἐπί τῆς μιᾶς πλευρᾶς καί ἡ ἄλλη πλευρά θά ἔχῃ μονίμως στερεωμένον ἐπ'αὐτῆς σύνδεσμον ὅστις θά ἐφαρμόζῃ ἐπί τῶν λήψεων πυρκαϊᾶς ἤ ἐπί τῶν εὐκάμπτων σωλήνων τοῦ πλοίου. 'Ο σύνδεσμος θά φυλάσσεται ἐπί τοῦ πλοίου ὁμοῦ μεθ'ἑνός παρεμβύσματος καταλλήλου διά πίεσιν λειτουργίας 10,5 χιλιογράμμων ἀνά τετρ. ἑκατοστόμετρον (150 λιβρῶν ἀνά τετρ. δάκτυλον), καθώς καί τεσσάρων κοχλιῶν διαμέτρου 16 χιλιοστομέτρων (ἤ ⅝ δακτύλου) μήκους 16 χιλιοστομέτρων (ἤ 2 δακτύλων) καί ὀκτώ παρακύκλων (ροδελλῶν).

Κανονισμός 6

Διάφοροι Λεπτομέρειαι

(α) Ἠλεκτρικὰ σώματα θερμάνσεως, ἐὰν χρησιμοποιοῦνται, δέον νὰ εἶναι προσηρμοσμένα εἰς μόνιμον θέσιν καὶ κατεσκευασμένα κατὰ τρόπον ὥστε νὰ περιορίζουν εἰς τὸ ἐλάχιστον τοὺς κινδύνους πυρκαϊᾶς. Τὰ σώματα ταῦτα θερμάνσεως δὲν θὰ ἔχουν τὸ θερμαῖνον στοιχεῖον ἐκτεθειμένον εἰς τρόπον ὥστε ἱματισμός, παραπετάσματα ἢ παρεμφερῆ ὑλικὰ νὰ δύνανται νὰ περικαίωνται ἢ νὰ ἀναφλεγῶσι ἐκ τῆς θερμότητος τοῦ στοιχείου.

(β) Ταινίαι ἔχουσαι ὡς βάσιν τὴν νιτροκυτταρίνην δὲν θὰ χρησιμοποιοῦνται εἰς τὰς ἐπὶ τῶν πλοίων κινηματογραφικὰς ἐγκαταστάσεις.

Κανονισμός 7

Πυροσβεστῆρες

(α) Πάντες οἱ πυροσβεστῆρες θὰ εἶναι ἐγκεκριμένων τύπων καὶ σχεδίων.

(ι) ἡ περιεκτικότης τῶν ἀπαιτουμένων φορητῶν πυροσβεστήρων ὑγροῦ δὲν θὰ εἶναι μεγαλυτέρα τῶν 13 1/2 λίτρων (3 γαλονίων) καὶ οὐχὶ μικροτέρα τῶν 9 λίτρων (2 γαλονίων). Οἱ πυροσβεστῆρες ἑτέρου τύπου δὲν θὰ εἶναι πλέον δυσμετακόμιστοι τοῦ πυροσβεστῆρος ὑγροῦ τῶν 13 1/2 λίτρων (3 γαλονίων) καὶ θὰ εἶναι τοὐλάχιστον ἰσοδύναμοι ὡς πρὸς τὴν ἀπόδοσιν σβέσεως πυρκαϊᾶς πρὸς τὸν πυροσβεστῆρα τύπου ὑγροῦ 9 λίτρων (2 γαλονίων).

(ιι) Ἡ Ἀρχὴ θὰ καθορίζῃ τὰ ἰσοδύναμα τῶν πυροσβεστήρων.

(β) Ὁ ἀριθμὸς τῶν ἀνταλλακτικῶν γομώσεων θὰ προβλέπεται συμφώνως πρὸς τὰς ὑπὸ τῆς Ἀρχῆς καθοριζομένας ἀπαιτήσεις.

(γ) Δὲν θὰ ἐπιτρέπωνται πυροσβεστῆρες περιέχοντες μέσον σβέσεως πυρκαϊᾶς, τὸ ὁποῖον κατὰ τὴν κρίσιν τῆς Ἀρχῆς, εἴτε ἀφ' ἑαυτοῦ ἢ κατὰ τὴν χρῆσιν, ἀναδίδει τοξικὰ ἀέρια εἰς τοιαύτας ποσότητας ὥστε νὰ καθίστανται ἐπικίνδυνα εἰς πρόσωπα.

(δ) Μία φορητὴ συσκευὴ παραγωγῆς ἀφροῦ θὰ ἀποτελῆται ἐξ ἑνὸς ἀκροσωληνίου ἀεραφροῦ δημιουργοῦντος ἑλκυσμὸν ἱκανοῦ ὅπως συνδέεται μετὰ τοῦ κυρίου δικτύου πυρκαϊᾶς δι' ἑνὸς εὐκάμπτου σωλῆνος πυρκαϊᾶς, καὶ ἐξ ἑνὸς φορητοῦ δοχείου περιέχοντος τοὐλάχιστον 20 λίβρας (4 1/2 γαλόνια) ὑγροῦ παράγοντος ἀφρὸν ὡς καὶ ἐξ ἑνὸς ἐφεδρικοῦ τοιούτου. Τὸ ἀκροσωλήνιον θὰ εἶναι ἱκανὸν νὰ παράγῃ ἀποτελεσματικὸν ἀφρὸν κατάλληλον διὰ τὴν κατάσβεσιν μιᾶς πυρκαϊᾶς πετρελαίου, τῆς τάξεως τοὐλάχιστον 1,5 κυβικοῦ μέτρου (53 κυβικῶν ποδῶν) κατὰ λεπτόν.

(ε) Οἱ πυροσβεστῆρες θὰ ἐξετάζωνται περιοδικῶς καὶ θὰ ὑποβάλλωνται εἰς τὰς δοκιμὰς τὰς ἀπαιτουμένας ὑπὸ τῆς Ἀρχῆς.

(στ) Εἷς τῶν φορητῶν πυροσβεστήρων, τῶν προοριζομένων νὰ χρησιμοποιηθῶσι εἰς οἱονδήποτε χῶρον, θὰ τοποθετῆται πλησίον τῆς εἰσόδου τοῦ χώρου τούτου.

Κανονισμός 8

Μόνιμα συστήματα σβέσεως πυρκαϊᾶς δι' ἀερίου

(α) Δὲν θὰ ἐπιτρέπεται ἡ χρῆσις πυροσβεστικοῦ μέσου, τὸ ὁποῖον κατὰ τὴν κρίσιν τῆς Ἀρχῆς, εἴτε ἀφ' ἑαυτοῦ ἢ κατὰ τὴν χρῆσιν, ἀναδίδει τοξικὰ ἀέρια εἰς τοιαύτας ποσότητας, ὥστε νὰ καθίστανται ἐπικίνδυνα εἰς πρόσωπα.

(β) Ὅπου προβλέπεται ἔγχυσις ἀερίου διὰ πυροσβεστικοὺς σκοπούς, αἱ ἀπαραίτητοι σωληνώσεις διὰ τὴν μεταφορὰν τοῦ ἀερίου θὰ εἶναι ἐφωδιασμέναι διὰ βαλβίδων ἢ κρουνῶν ἐλέγχου, οὕτω σεσημασμένων ὥστε νὰ δεικνύουν εὐκρινῶς τὰ διαμερίσματα πρὸς τὰ ὁποῖα αἱ σωληνώσεις ὁδηγοῦν. Θὰ ὑφίσταται κατάλληλος διάταξις οὕτως ὥστε νὰ προλαμβάνεται ἀπρόσκοπτος εἴσοδος ἀερίου εἰς οἱονδήποτε διαμέρισμα. Ὅπου χῶροι φορτίου ἐφωδιασμένοι, διὰ τὴν προστασίαν ἐκ πυρκαϊᾶς, δι' ἑνὸς τοιούτου συστήματος, χρησιμοποιοῦνται ὡς χῶροι ἐπιβατῶν αἱ συνδέσεις ἀερίου θὰ ἀπομονοῦνται κατὰ τὴν διάρκειαν τῆς τοιαύτης χρήσεως.

(γ) Αἱ σωληνώσεις θὰ εἶναι εὐθετημέναι οὕτως ὥστε νὰ ἐξασφαλίζεται ἀποτελεσματικὴ διανομὴ τοῦ πυροσβεστικοῦ ἀερίου.

(δ) (ι) Ὅτε διοξείδιον τοῦ ἄνθρακος χρησιμοποιεῖται ὡς μέσον σβέσεως πυρκαϊᾶς εἰς χώρους φορτίου, ἡ διαθέσιμος ποσότης ἀερίου θὰ εἶναι ἐπαρκὴς ὥστε νὰ δίδῃ ἐλάχιστον ὄγκον ἐλευθέρου ἀερίου ἴσον πρὸς τὰ 30 τοῖς ἑκατὸν τοῦ ὁλικοῦ ὄγκου τοῦ μεγαλυτέρου ἐν τῷ πλοίῳ διαμερίσματος φορτίου τοῦ δυναμένου νὰ ἀπομονωθῇ διὰ κλεισίματος.

(ιι) Ὅτε διοξείδιον τοῦ ἄνθρακος χρησιμοποιεῖται ὡς μέσον σβέσεως πυρκαϊᾶς εἰς χώρους περιέχοντας Μηχανὰς τῆς κατηγορίας Α', ἡ ποσότης τοῦ διοχετευομένου ἀερίου θὰ εἶναι ἐπαρκὴς ὥστε νὰ δίδῃ ἐλαχίστην ποσότητα ἐλευθέρου ἀερίου ἴσην πρὸς τὴν μεγαλυτέραν τῶν ἀκολούθων ποσοτήτων, εἴτε:

(1) 40 τοῖς ἑκατὸν τοῦ ὁλικοῦ ὄγκου τοῦ μεγίστου διαμερίσματος, ὅστις ὄγκος θὰ περιλαμβάνῃ τὸν φωταγωγὸν μέχρι τοῦ ὕψους εἰς τὸ ὁποῖον ἡ ὁριζόντιος ἐπιφάνεια τοῦ φωταγωγοῦ εἶναι ἴση πρὸς τὰ 40 τοῖς ἑκατὸν ἢ ὀλιγώτερον τῆς ἐπιφανείας τοῦ ἐν λόγῳ διαμερίσματος, εἴτε,

(2) 35 τοῖς ἑκατὸν τοῦ ὁλικοῦ ὄγκου τοῦ μεγίστου διαμερίσματος περιλαμβανομένου τοῦ φωταγωγοῦ,

προβλεπομένου ὅτι τὰ ὡς ἄνω ἀναφερόμενα ποσοστὰ δύνανται νὰ μειωθοῦν εἰς τὸ 35 τοῖς ἑκατὸν ἀντιστοίχως διὰ φορτηγὰ πλοῖα κάτω τῶν 2.000 κόρων ὁλικῆς χωρητικότητος. Ἐπίσης προβλεπομένου ὅτι εἰς ἣν περίπτωσιν δύο ἢ πλείονες χῶροι μηχανῶν κατηγορίας «Α», δὲν εἶναι ἐντελῶς διαχωρισμένοι θὰ θεωροῦνται ὡς ἀποτελοῦντες ἓν διαμέρισμα.

(ιιι) Ὅπου ὁ ὄγκος τοῦ ἐλευθέρου ἀέρος τοῦ περιεχομένου ἐντὸς ἀεροκιβωτίων, εἰς οἱονδήποτε χῶρον Μηχανῶν τῆς κατηγορίας «Α», εἶναι τοιοῦτος ὥστε ἐὰν ἐλευθερωθῇ, ἐντὸς τοιούτου χώρου εἰς περίπτωσιν πυρκαϊᾶς, ἡ τοιαύτη ἀπελευθέρωσις ἀέρος ἐντὸς τοῦ χώρου τούτου, θὰ δύναται σοβαρῶς νὰ ἐπιδράσῃ ἐπὶ τῆς ἀποτελεσματικότητος τῆς μονίμου ἐγκαταστάσεως σβέσεως πυρκαϊᾶς, ἡ Ἀρχὴ θὰ ἀπαιτῇ τὴν πρόβλεψιν μιᾶς προσθέτου ποσότητος διοξειδίου τοῦ ἄνθρακος.

(ιν) Ὅτε χρησιμοποιεῖται διοξείδιον τοῦ ἄνθρακος ὡς μέσον σβέσεως πυρκαϊᾶς δι' ἀμφοτέρους τοὺς χώρους φορτίου καὶ χώρους Μηχανῶν τῆς κατηγορίας «Α», ἡ ποσότης τοῦ ἀερίου δὲν εἶναι ἀναγκαῖον νὰ εἶναι μεγαλυτέρα τῆς ἀπαιτουμένης μεγίστης, εἴτε διὰ τὸ μέγιστον διαμέρισμα φορτίου, εἴτε διὰ τὸν χῶρον μηχανῶν.

(ν) Διὰ τὴν ἐφαρμογὴν τῆς παρούσης παραγράφου ὁ ὄγκος τοῦ διοξειδίου τοῦ ἄνθρακος θὰ ὑπολογίζεται πρὸς 0,56 κυβικὰ μέτρα ἀνὰ χιλιόγραμμον (9 κυβικοὺς πόδας ἀνὰ λίβραν).

(νι) Ὅτε χρησιμοποιεῖται διοξείδιον τοῦ ἄνθρακος ὡς μέσον σβέσεως πυρκαϊᾶς διὰ χώρους Μηχανῶν τῆς κατηγορίας «Α», τὸ σταθερὸν σύστημα σωληνώσεων θὰ εἶναι τοιοῦτον ὥστε τὰ 85 τοῖς ἑκατὸν τοῦ ἀερίου νὰ δύνανται νὰ διοχετεύωνται εἰς τὸν χῶρον ἐντὸς δύο πρώτων λεπτῶν τῆς ὥρας.

(νιι) Οἱ θάλαμοι ἐναποθηκεύσεως φιαλῶν διοξειδίου τοῦ ἄνθρακος θὰ ἐγκαθίσταν-

ται εἰς ἀμέσως προσιτάς καί ἀσφαλεῖς θέσεις καί θά ἐξαερίζωνται ἀποτελεσματικῶς, κατά τήν κρίσιν τῆς 'Αρχῆς. Οἱαδήποτε εἴσοδος εἰς τοιαύτας ἀποθήκας θά κεῖται κατά προτίμησιν, πρός τήν πλευράν τοῦ ἀνοικτοῦ καταστρώματος, καί ἐν πάσῃ περιπτώσει θά εἶναι ἀνεξάρτητος τοῦ προστατευομένου χώρου. Αἱ θύραι εἰσόδου, ὡς καί τά διαφράγματα καί καταστρώματα τά ὁποῖα σχηματίζουν τά ὅρια τῶν τοιούτων θαλάμων, θά εἶναι ἀεροστεγῆ (gas-tight) καί ἐπαρκῶς μονωμένα.

(ε) (ι) Ὅτε ἀέριον ἕτερον πλήν διοξειδίου τοῦ ἄνθρακος ἤ ἀτμοῦ ὡς ἐπιτρέπεται ὑπό τῆς παραγράφου (στ) τοῦ παρόντος Κανονισμοῦ, παράγεται ἐν τῷ πλοίῳ καί χρησιμοποιεῖται ὡς μέσον σβέσεως πυρκαϊᾶς, τοῦτο θά εἶναι ἕν ἀεροειδές προϊόν καύσεως πετρελαίου εἰς τό ὁποῖον τά περιεχόμενα, ὀξυγόνον, μονοξείδιον τοῦ ἄνθρακος, διαβρωτικαί οὐσίαι καί στερεαί εὔφλεκτοι ὗλαι, θά ἔχουν περιορισθῆ εἰς ἕν ἐπιτρεπόμενον ἐλάχιστον ὅριον.

(ιι) Ὅπου τοιοῦτον ἀέριον χρησιμοποιεῖται, ὡς μέσον σβέσεως πυρκαϊᾶς, εἰς ἕν μόνιμο σύστημα σβέσεως πυρκαϊᾶς, διά τήν προστασίαν χώρων Μηχανῶν κατηγορίας «Α», τοῦτο θά παρέχῃ προστασίαν ἰσοδύναμον τῆς παρεχομένης ὑπό μονίμου συστήματος διοξειδίου τοῦ ἄνθρακος.

(ιιι) Ὅπου τοιοῦτον ἀέριον χρησιμοποιεῖται, ὡς μέσον σβέσεως πυρκαϊᾶς, εἰς ἕν μόνιμον σύστημα σβέσεως πυρκαϊᾶς, διά τήν προστασίαν χώρων φορτίου, μία ἱκανοποιητική ποσότης τοιούτου ἀερίου θά εἶναι διαθέσιμος ὥστε νά δίδῃ ὡριαίως, ἕναν ὄγκον ἐλευθέρου ἀερίου τοὐλάχιστον ἴσον πρός τά 25 τοῖς ἑκατόν τοῦ ὁλικοῦ ὄγκου τοῦ μεγαλυτέρου διαμερίσματος τοῦ προστατευομένου κατ'αὐτόν τόν τρόπον. διά μίαν περίοδον 72 ὡρῶν.

(στ) Γενικῶς, ἡ 'Αρχή δέον ὅπως μή ἐπιτρέπῃ τήν χρῆσιν ἀτμοῦ ὡς μέσου κατασβέσεως τῆς πυρκαϊᾶς εἰς μόνιμα συστήματα κατασβέσεως νέων πλοίων. Ὅτε ἡ χρῆσις τοῦ ἀτμοῦ ἐπιτρέπεται ἀπό τήν 'Αρχήν, θά χρησιμοποιεῖται μόνον εἰς περιωρισμένας περιοχάς ὡς πρόσθετον τοῦ ἀπαιτουμένου πυροσβεστικοῦ μέσου καί μέ τήν πρόβλεψιν ὅτι ὁ λέβης ἤ οἱ λέβητες οἱ ὁποῖοι διατίθενται διά τήν παροχήν ἀτμοῦ θά ἔχουν ἱκανότητα ἀτμοποιήσεως τοὐλάχιστον ἑνός χιλιογράμμου ἀτμοῦ καθ' ὥραν δι' ἕκαστον 0,75 κυβικόν μέτρον (1 λίβρα ἀτμοῦ καθ' ὥραν ἀνά 12 κυβικούς πόδας) τοῦ ὁλικοῦ ὄγκου τοῦ μεγίστου χώρου ὁ ὁποῖος προστατεύεται οὕτω. Ἐπιπροσθέτως κατά τήν ἐφαρμογήν τῶν ἀνωτέρω ἀπαιτήσεων τά συστήματα ὑφ' ὅλας τάς ἀπόψεις θά εἶναι συμφώνως πρός τάς ἀποφάσεις τῆς 'Αρχῆς πρός ἱκανοποίησίν της.

(ζ) Θά προβλέπωνται αὐτόματα ἠχητικά μέσα προειδοποιήσεως περί τῆς διαφυγῆς ἀερίου σβέσεως πυρκαϊᾶς εἰς οἱονδήποτε χῶρον ὅπου κανονικῶς δύναται νά εἰσέλθῃ προσωπικόν. Ἡ ἀναγγελία θά λειτουργῇ ἐπί κατάλληλον χρονικήν περίοδον πρό τῆς ἀπελευθερώσεως τοῦ ἀερίου.

(η) Τά μέσα ἐλέγχου οἱουδήποτε τοιούτου μονίμου συστήματος σβέσεως πυρκαϊᾶς δι'ἀερίου θά εἶναι ἀμέσως προσιτά καί ἁπλῆς χρήσεως ὡς καί τοποθετημένα ὁμοῦ, εἰς ὅσον τό δυνατόν ὀλιγωτέρας θέσεις αἵτινες δέν θά ἔχουν πιθανότητας ἀποκοπῆς ἐν περιπτώσει πυρκαϊᾶς εἰς τόν προστατευόμενον χῶρον.

Κανονισμός 9

Μόνιμα Συστήματα Σβέσεως Πυρκαϊᾶς δι' Ἀφροῦ εἰς τούς Χώρους Μηχανῶν

(α) Οἱονδήποτε ἀπαιτούμενον μόνιμον σύστημα σβέσεως πυρκαϊᾶς δι' ἀφροῦ εἰς τούς χώρους μηχανῶν θά πρέπει νά εἶναι ἱκανόν νά παρέχῃ διά μέσου σταθερῶν στομίων παροχῆς, ἐντός πέντε πρώτων λεπτῶν τῆς ὥρας τό βραδύτερον, ποσότητα ἀφροῦ ἀρκετήν ὥστε νά καλύπτῃ εἰς πάχος 15 ἑκατοστομέτρων (6 δακτύλων) τήν μεγίστην ἐπιφάνειαν ἐπί τῆς ὁποίας δύναται νά διαχυθῇ πετρέλαιον καύσεως. Τό σύστημα θά εἶναι ἱκανόν νά παράγῃ ἀφρόν κατάλληλον διά τήν σβέσιν πυρκαϊᾶς πετρελαίου. Θά προβλέπωνται μέσα διά τήν ἀποτελεσματικήν κυκλοφορίαν ἀφροῦ διά μέσου ἑνός μονίμου συστήματος σωλήνων καί ἐπιστομίων ἐλέγχου ἤ κρουνῶν εἰς κατάλληλα στόμια παροχῆς ὡς καί σταθεροί ψεκαστῆρες (sprayers) διά τήν ἀποτελεσματικήν ἐκτόξευσιν τοῦ ἀφροῦ ἐπί ἑτέρων κυρίων σημείων ὑποκειμένων εἰς πυρκαϊάν ἐντός τοῦ προστατευομένου χώρου. Ἡ ἀναλογία ἐκτονώσεως τοῦ ἀφροῦ δέν θά ὑπερβαίνῃ τό 12 πρός 1.

(β) Τά μέσα ἐλέγχου οἱουδήποτε τοιούτου συστήματος θά εἶναι ἀμέσως προσιτά καί ἁπλῆς χρήσεως ὡς καί τοποθετημένα ὁμοῦ εἰς ὅσον τό δυνατόν ὀλιγωτέρας θέσεις καί εἰς σημεῖα τά ὁποῖα δέν θά ἔχουν πιθανότητας ἀπομονώσεως ἐν περιπτώσει πυρκαϊᾶς εἰς τόν προστατευόμενον χῶρον.

Κανονισμός 10

Μόνιμα συστήματα σβέσεως πυρκαϊᾶς δι' ὑψηλῆς ἐκτονώσεως ἀφροῦ εἰς τούς χώρους μηχανῶν

(α) (ι) Οἱονδήποτε ἀπαιτούμενον μόνιμον σύστημα σβέσεως πυρκαϊᾶς δι'ὑψηλῆς ἐκτονώσεως ἀφροῦ εἰς τούς χώρους μηχανῶν θά εἶναι ἱκανόν νά παρέχῃ ταχέως, μέσῳ σταθερῶν στομίων παροχῆς, μίαν ποσότητα ἀφροῦ ἀρκετήν, νά πληρώσῃ τόν μεγαλύτερον πρός προστασίαν χῶρον εἰς μίαν τιμήν τοὐλάχιστον 1 μέτρου (3,3 ποδῶν) εἰς βάθος ἀνά λεπτόν. Ἡ διαθέσιμος ποσότης τοῦ μεταβαλλομένου εἰς ἀφρόν ὑγροῦ θά εἶναι ἀρκετή διά τήν παραγωγήν ἑνός ὄγκου ἀφροῦ ἴσου πρός τό πενταπλάσιον τοῦ ὄγκου τοῦ μεγαλυτέρου πρός προστασίαν χώρου. Ἡ ἀναλογία ἐκτονώσεως τοῦ ἀφροῦ δέν θά ὑπερβαίνῃ τό 1.000 πρός 1.

(ιι) Ἡ 'Αρχή δύναται νά ἐπιτρέψῃ ἐναλλακτικάς διατάξεις καί τιμάς παροχῆς, προβλεπομένου ὅτι ἐπιτυγχάνεται δι'αὐτῶν μία ἱκανοποιητική ἰσοδύναμος προστασία.

(β) Οἱ τροφοδοτικοί ἀγωγοί διά τήν διανομήν ἀφροῦ, τά ἀνοίγματα ἀέρος πρός τήν γεννήτρια ἀφροῦ καί ὁ ἀριθμός τῶν μονάδων παραγωγῆς ἀφροῦ, θά εἶναι κατά τήν κρίσιν τῆς 'Αρχῆς, τοιαῦται ὥστε νά παρέχουν ἀποτελεσματικήν παραγωγήν καί κυκλοφορίαν ἀφροῦ.

(γ) Ἡ διάταξις τῆς σωληνώσεως παραγωγῆς καί διανομῆς ἀφροῦ θά εἶναι τοιαύτη ὥστε μία πυρκαϊά εἰς τόν προστατευόμενον χῶρον, νά μή δύναται νά ἐπηρεάσῃ τά μέσα παραγωγῆς ἀφροῦ.

(δ) Ἡ γεννήτρια ἀφροῦ, αἱ πηγαί ἐνεργείας της, τό μεταβαλλόμενον εἰς ἀφρόν ὑγρόν καί τά μέσα ἐλέγχου τοῦ συστήματος θά εἶναι ἀμέσως προσιτά καί ἁπλᾶ εἰς τήν χρῆσιν καί θά εἶναι ὁμοῦ τοποθετημένα εἰς ὅσον τό δυνατόν ὀλιγωτέρας θέσεις, αἵτινες δέν θά ἔχουν πιθανότητας ἀπομονώσεως ἐν περιπτώσει πυρκαϊᾶς εἰς τόν προστατευόμενον χῶρον.

Κανονισμός 11

Μόνιμα συστήματα σβέσεως πυρκαϊᾶς διά ραντίσεως ὕδατος ὑπό πίεσιν εἰς τούς χώρους μηχανῶν

(α) Οἱονδήποτε ἀπαιτούμενον μόνιμον σύστημα σβέσεως πυρκαϊᾶς διά ραντίσεως ὕδατος ὑπό πίεσιν, ἐντός τῶν χώρων μηχανῶν θά ἐφοδιάζεται διά ἀκροφυσίων ἐγκεκριμένου τύπου.

(β) Ὁ ἀριθμός καί ἡ διάταξις τῶν ἀκροφυσίων θά εἶναι τῆς ἐγκρίσεως τῆς 'Αρχῆς καί θά εἶναι τοιαῦτα ὥστε νά ἐξασφαλίζεται ἡ ἀποτελεσματική παροχή ὕδατος τοὐλάχιστον 5 λιβρῶν κατά τετραγωνικόν μέτρον (0,1 γαλόνιον κατά τετραγωνικόν πόδα), κατά λεπτόν, εἰς τά ὑπό προστασίαν διαμερίσματα. Ὅπου θεωρεῖται ἀπαραίτητος ἡ ἐφαρμογή μεγαλυτέρων τιμῶν, αὗται θά εἶναι ὑπό τήν κρίσιν τῆς 'Αρχῆς. Τά ἀκροφυ-

σια θά τοποθετοῦνται ἄνωθεν τῶν ἐπιφανειῶν τῶν δεξαμενῶν, τῶν ὑδροσυλλεκτῶν καί τῶν ἄλλων ἐπιφανειῶν ἐπί τῶν ὁποίων καύσιμον πετρέλαιον δύναται νά διαχυθῇ καθώς καί ἄνωθεν εἰδικῶν θέσεων ὅπου ὑπάρχει κίνδυνος πυρκαϊᾶς εἰς τούς χώρους μηχανῶν.

(γ) Τό σύστημα δύναται νά ὑποδιαιρῆται εἰς τμήματα τῶν ὁποίων τά ἐπιστόμια διανομῆς θά χειρίζωνται ἐξ εὐκόλως προσιτῶν θέσεων ἐξωτερικῶς τῶν ὑπό προστασίαν χώρων καί αἵτινες δέν θά ἀπομονοῦνται ταχέως ἐξ ἐκδηλώσεως πυρκαϊᾶς.

(δ) Τό σύστημα θά τηρῆται φορτισμένον εἰς τήν ἀπαιτουμένην πίεσιν καί ἡ τροφοδοτοῦσα δι' ὕδατος ἀντλία τοῦ συστήματος θά τίθεται αὐτομάτως εἰς λειτουργίαν συνεπείᾳ πτώσεως τῆς πιέσεως ἐντός τοῦ συστήματος.

(ε) 'Η ἀντλία θά εἶναι ἱκανή νά τροφοδοτῇ συγχρόνως, εἰς τήν ἀπαιτουμένην πίεσιν, πάντα τά τμήματα τοῦ συστήματος ἐντός οἱουδήποτε τῶν ὑπό προστασίαν διαμερισμάτων. 'Η ἀντλία καί τά μέσα χειρισμοῦ της θά ἐγκαθίστανται ἐξωτερικῶς τοῦ ὑπό προστασίαν χώρου ἤ χώρων. 'Η ὕπαρξις πυρκαϊᾶς ἐντός τοῦ χώρου ἤ χώρων τῶν προστατευομένων διά τοῦ συστήματος ραντίσεως δι' ὕδατος, δέον νά μή δύναται νά θέσῃ τό σύστημα ἐκτός λειτουργίας

(στ) 'Η ἀντλία δύναται νά κινῆται δι' ἀνεξαρτήτου μηχανῆς, τύπου ἐσωτερικῆς καύσεως, πλήν ἐάν αὕτη ἐξαρτᾶται ἐξ ἐνεργείας παρεχομένης ὑπό τῆς γεννητρίας κινδύνου τοποθετημένης συμφώνως πρός τάς διατάξεις τοῦ Κανονισμοῦ 25 ἤ τοῦ Κανονισμοῦ 26 ἀναλόγως τῆς περιπτώσεως, τοῦ Κεφαλαίου II-1 τῆς παρούσης Συμβάσεως, ἡ γεννήτρια αὕτη θά εἶναι διατεταγμένη ὥστε νά τίθεται ἐν κινήσει αὐτομάτως ἐν περιπτώσει βλάβης τῆς κυρίας πηγῆς ἐνεργείας, οὕτως ὥστε ἡ κινητήριος δύναμις διά τήν ἀντλίαν ἡ ἀπαιτουμένη ὑπό τῆς παραγράφου (ε) τοῦ παρόντος Κανονισμοῦ, νά καθίσταται ἀμέσως διαθέσιμος. Ὅτε ἡ ἀντλία κινεῖται ὑπό ἀνεξαρτήτου μηχανῆς τύπου ἐσωτερικῆς καύσεως τότε αὕτη θά εἶναι οὕτω τοποθετημένη ὥστε μία πυρκαϊά εἰς τόν προστατευόμενον χῶρον νά μή δύναται νά ἐπηρεάσῃ τόν παρεχόμενον εἰς τήν μηχανήν ἀέρα.

(ζ) Θά λαμβάνωνται προφυλάξεις αἵτινες θά ἐμποδίζουν τό κλείσιμον τῶν ἀκροφυσίων ἐξ ἀκαθαρσιῶν τοῦ ὕδατος ἤ ἐξ ὀξειδώσεως τῶν σωληνώσεων τῶν ἀκροφυσίων, τῶν ἐπιστομίων καί τῆς ἀντλίας.

Κανονισμός 12

Αὐτόματα συστήματα ραντιστῆρος καί αὐτόματα συστήματα ἀναγγελίας καί ἐλέγχου πυρκαϊᾶς

(α) (ι) Οἱονδήποτε προβλεπόμενον αὐτόματον σύστημα ραντιστῆρος, ἀναγγελίας καί ἐλέγχου πυρκαϊᾶς θά εἶναι ἱκανόν πρός ἄμεσον λειτουργίαν εἰς οἱανδήποτε στιγμήν καί δέν θά ἀπαιτεῖται οἱαδήποτε ἐνέργεια ἐκ μέρους τοῦ πληρώματος διά νά θέσῃ τοῦτο ἐν λειτουργίᾳ. Τοῦτο θά συνίσταται ἐκ σωλήνων ὑγροῦ τύπου πλήν μικρά ἐκτεθειμένα τμήματα δύνανται νά σύγκειται ἐκ σωλήνων ξηροῦ τύπου ὅπου, κατά τήν γνώμην τῆς 'Αρχῆς, τοῦτο θά ἀπετέλει ἀπαραίτητον προφύλαξιν. Ἅπαντα τά τμήματα τοῦ συστήματος τά ὁποῖα τυχόν ὑπόκεινται εἰς ἐκ θερμοκρασιῶν πῆξιν, κατά τήν διάρκειαν τῆς λειτουργίας των, θά ὦσι καταλλήλως προστατευμένα κατά τῆς πήξεως. Τοῦτο θά τηρῆται φορτισμένον εἰς τήν ἀναγκαίαν πίεσιν καί θά ὑπάρχῃ πρόβλεψις διά μία συνεχῆ παροχήν ὕδατος ὡς ἀπαιτεῖται ὑπό τοῦ παρόντος Κανονισμοῦ.

(ιι) Ἕκαστον τμῆμα τῶν ραντιστήρων θά περιλαμβάνῃ μέσα δίδοντα αὐτομάτως φωτεινόν καί ἠχητικόν σῆμα συναγερμοῦ εἰς μίαν ἤ περισσοτέρας μονάδας ἐνδείξεως ὁποτεδήποτε οἱοσδήποτε ραντιστήρ ἤθελεν τεθῇ εἰς ἐνέργειαν. Τοιαῦται μονάδες θά δίδουν μίαν ἔνδειξιν οἱασδήποτε πυρκαϊᾶς καί τῆς θέσεώς της εἰς οἱονδήποτε χῶρον ἐξυπηρετούμενον ὑπό τοῦ συστήματος καί θά ἐλέγχωνται ἐκ τῆς Γεφύρας Κυβερνήσεως ἤ ἐκ τοῦ κεντρικοῦ σταθμοῦ ἐλέγχου πυρκαϊᾶς, ὁ ὁποῖος θά εἶναι οὕτω ἐπηνδρωμένος ἤ ἐφωδιασμένος ὥστε νά εἶναι βέβαιον ὅτι ὁποιοδήποτε σῆμα συναγερμοῦ προερχόμενον ἐκ τοῦ συστήματος θά λαμβάνεται ἀμέσως ὑφ' ἑνός ὑπευθύνου μέλους τοῦ πληρώματος. Τό τοιοῦτον σύστημα συναγερμοῦ θά εἶναι οὕτω κατεσκευασμένον ὥστε νά δεικνύῃ ἐάν οἱονδήποτε σφάλμα συμβαίνει εἰς τό σύστημα.

(β) (ι) Οἱ Ραντιστῆρες θά τοποθετοῦνται ὁμαδικῶς ἐντός διακεχωρισμένων τμημάτων ἕκαστον τῶν ὁποίων δέν θά περιλαμβάνῃ περισσοτέρους τῶν 200 ραντιστήρων. Οἱονδήποτε τμῆμα τῶν ραντιστήρων δέν θά ἐξυπηρετῇ περισσότερα τῶν δύο καταστρωμάτων καί δέν θά τοποθετοῦνται εἰς περισσοτέρας τῆς μιᾶς τῶν καθέτων κυρίων ζωνῶν, ἐκτός ἐάν ἡ 'Αρχή ἐπιτρέπῃ, ἐφ' ὅσον ἤθελεν κριθεῖ ὑπ' αὐτῆς ὅτι ἡ προστασία τοῦ πλοίου ἐκ πυρκαϊᾶς δέν θά ἐμειοῦτο ἐκ τούτου, ἕν τοιοῦτον τμῆμα ραντιστήρων νά ἐξυπηρετῇ περισσότερα τῶν δύο καταστρωμάτων ἤ νά εἶναι τοποθετημένον εἰς περισσοτέρας τῶν δύο κυρίων καθέτων ζωνῶν.

(ιι) Ἕκαστον τμῆμα ραντιστήρων θά εἶναι ἱκανόν νά ἀπομονωθῇ διά μιᾶς μόνον, βαλβίδος κρατήσεως. 'Η βαλβίς κρατήσεως, εἰς ἕκαστον τμῆμα, θά εἶναι ἀμέσως προσιτή καί ἡ θέσις τοποθετήσεώς της θά εἶναι εὐκρινῶς καί διαρκῶς σεσημασμένη. Θά προβλέπωνται μέσα προστατεύοντα τήν λειτουργίαν τῆς βαλβίδος κρατήσεως ἐκ παντός μή ἐξουσιοδοτημένου προσώπου.

(ιιι) Θά προβλέπεται εἰς μετρητής δεικνύων τήν πίεσιν εἰς τό σύστημα, εἰς ἑκάστην βαλβίδα κρατήσεως τμήματος καί εἰς ἕναν κεντρικόν σταθμόν.

(ιv) Οἱ ραντιστῆρες θά ὦσιν ἀνθεκτικοί τῆς ἐκ τῆς θαλασσίας ἀτμοσφαίρας διαβρώσεως. Εἰς τά ἐνδιαιτήματα καί τούς ὑπηρετικούς χώρους οἱ ραντιστῆρες θά τίθενται ἐν λειτουργίᾳ ὑπό θερμοκρασίαν βαθμῶν ἀπό 68°C (155°F) ἕως 79°C (175°F), ἐκτός ἐκείνων τῶν τοποθετημένων εἰς διαμερίσματα, ὅπως τά στεγνωτήρια, ὅπου δυνατόν νά προσδοκᾶται περιβάλλον ὑψηλῆς θερμοκρασίας, τῶν ὁποίων ἡ θερμοκρασία λειτουργίας δύναται νά αὐξάνεται εἰς τιμήν οὐχί πλέον τῶν 30°C (54°F) ὑπεράνω τῆς ἀνωτάτης θερμοκρασίας τῆς ὀροφῆς τοῦ διαμερίσματος.

(v) Μία κατάστασις ἤ ἕν σχέδιον θά ἐκτίθεται εἰς ἑκάστην ἐνδείκτριαν μονάδα, δεικνύον τούς καλυπτομένους χώρους καί τήν τοποθέτησιν τῆς ζώνης ὡς πρός ἕκαστον τμῆμα. Κατάλληλοι ὁδηγίαι, διά τήν δοκιμήν καί τήν συντήρησιν, θά ὦσιν διαθέσιμοι.

(γ) Ραντιστῆρε θά ὦσιν τοποθετημένοι εἰς μίαν ὑπερκειμένην θέσιν καί οὕτω πως κατά διαστήματα διατεταγμένοι ὥστε νά ραντίζουν ὑπεράνω τῆς ὑπ' αὐτῶν καλυπτομένης περιοχῆς, τοὐλάχιστον 5 λίτρα ὕδατος, ἐπί ἑνός τετραγωνικοῦ μέτρου (0,1 γαλόνια ἐπί ἑνός τετραγωνικοῦ ποδός) ἀνά λεπτόν. Ἐναλλακτικῶς ἡ 'Αρχή δύναται νά ἐπιτρέπῃ τήν χρῆσιν ραντιστήρων παρεχόντων μίαν τοιαύτην, ἑτέραν, ποσότητα ὕδατος, καταλλήλως διοχετευομένην, ἥτις ἤθελεν κριθῇ οὐχί ὀλιγώτερον ἀποτελεσματική, ὑπό τῆς 'Αρχῆς.

(δ) (ι) Θά προβλέπεται μία δεξαμενή πιέσεως ἔχουσα ὄγκον ἴσον τοὐλάχιστον πρός τό διπλάσιον τοῦ ὄγκου τῆς προβλεπομένης διά ταύτην ποσότητος ὕδατος, ὡς αὕτη εἰδικῶς καθορίζεται εἰς τό παρόν ἐδάφιον. 'Η δεξαμενή θά φέρῃ μίαν μόνιμον ποσότητα γλυκέος ὕδατος ἴσην πρός τήν ποσότητα τοῦ ὕδατος ἥτις θά πρέπει νά παρασχεθῇ, ἐντός ἑνός λεπτοῦ, διά τῆς ἀντλίας τῆς ἀναφερομένης εἰς τά ἐδάφια (ε)(ιι) τοῦ παρόντος Κανονισμοῦ, καί αἱ διατάξεις θά προβλέπουν τήν διατήρησιν τοιαύτης πιέσεως ἀέρος, εἰς τήν δεξαμενήν, ὥστε νά ἐξασφαλίζεται ὅτι ὅπου ἡ μόνιμος ποσότης γλυκέος ὕδατος τῆς δεξαμενῆς ἔχει χρησιμοποιηθῆ, ἡ πίεσις δέν θά εἶναι μικροτέρα τῆς πιέσεως λειτουργίας τῶν ραντιστήρων, σύν τῇ πιέσει τῇ ὀφειλομένῃ εἰς μίαν στήλην ὕδατος μετρουμένην ἀπό τοῦ πυθμένος τῆς δεξαμενῆς μέχρις τοῦ ὑψηλοτέρου εἰς τό

σύστημα τοποθετημένου ραντιστῆρος. Θά προβλέπωνται κατάλληλα μέσα ἀναπληρώσεως τοῦ ἀέρος ὑπό πίεσιν καί ἀναπληρώσεως τοῦ γλυκέος ὕδατος ἐν τῇ δεξαμενῇ. Θά προβλέπεται εἰς ὑάλινος μετρητής πρός ἔνδειξιν τῆς στάθμης τοῦ ὕδατος ἐν τῇ δεξαμενῇ.

(ιι) Θά προβλέπωνται μέσα παρεμποδίζοντα τήν εἴσοδον θαλασσίου ὕδατος εἰς τήν δεξαμενήν.

(ε) (ι) Θά προβλέπεται μία ἀντλία, ἀνεξαρτήτου κινήσεως, ἀποκλειστικῶς διατιθεμένη πρός τόν σκοπόν τῆς αὐτομάτου συνεχίσεως ἐκροῆς ὕδατος ἐκ τῶν ραντιστήρων. Ἡ ἀντλία θά τίθεται αὐτομάτως ἐν κινήσει διά τῆς ἐν τῷ συστήματι πτώσεως πιέσεως, πρίν ἤ τό μόνιμον γλυκύ ὕδωρ τό ἐντός τῆς δεξαμενῆς πιέσεως εὑρισκόμενον ἐξαντληθῇ τελείως.

(ιι) Ἡ ἀντλία καί τό σύστημα σωληνώσεων θά ὦσιν ἱκανά διά τήν διατήρησιν τῆς ἀπαραιτήτου πιέσεως εἰς τό ἐπίπεδον τοῦ ὑψηλοτέρου κειμένου ραντιστῆρος, ἵνα ἐξασφαλίζεται μία συνεχής ἐξαγωγή ὕδατος ἀρκετοῦ διά τήν ταὐτόχρονον κάλυψιν μίας ἐλαχίστης περιοχῆς ἐκ 280 τετραγωνικῶν μέτρων (3000 τετραγωνικῶν ποδῶν) καί εἰς παροχήν ὡς αὕτη εἰδικῶς καθορίζεται εἰς τήν παράγραφον (γ) τοῦ παρόντος Κανονισμοῦ.

(ιιι) Ἡ ἀντλία θά εἶναι ἐφωδιασμένη, εἰς τήν πλευράν παροχῆς, διά μιᾶς δοκιμαστικῆς βαλβίδος μετά μιᾶς βραχείας σωλῆνος ἀποχετεύσεως ἀνοικτοῦ ἄκρου. Τό ὠφέλιμον ἐμβαδόν διόδου διά τῆς βαλβίδος καί τῆς σωλῆνος θά εἶναι ἐπαρκές διά νά ἐπιτρέπῃ τήν ἐλευθέρωσιν τῆς ἀπαιτουμένης ἐξαγωγῆς τῆς ἀντλίας ἐνῶ διατηρεῖται ἡ πίεσις εἰς τό σύστημα ὡς αὕτη εἰδικῶς καθορίζεται εἰς τά ἐδάφια (δ)(ι) τοῦ παρόντος Κανονισμοῦ.

(ιv) Τό στόμιον εἰσόδου θαλάσσης εἰς τήν ἀντλίαν θά εὑρίσκεται, ὅπου τοῦτο εἶναι δυνατόν, ἐντός τοῦ χώρου τοῦ περιέχοντος τήν ἀντλίαν καί θά εἶναι οὕτω πως εὐθετημένον ὥστε ὅτε τό πλοῖον εἶναι ἐπιπλέον (afloat) νά μή εἶναι δυνατόν νά κλεισθῇ ἡ παροχή θαλασσίου ὕδατος εἰς τήν ἀντλίαν δι' οἱονδήποτε λόγον, ἐκτός τῆς περιπτώσεως ἐπιθεωρήσεως καί ἐπισκευῆς τῆς ἀντλίας.

(στ) Ἡ ἀντλία καί δεξαμενή ραντιστήρων θά εἶναι ἐγκατεστημέναι εἰς μίαν θέσιν ἀρκούντως ἀπομεμακρυσμένην ἐξ οἱουδήποτε χώρου μηχανῶν τῆς κατηγορίας «Α» καί δέν θά τοποθετοῦνται εἰς οἱονδήποτε χῶρον ὁ ὁποῖος ἀπαιτεῖται νά προστατεύεται ὑπό τοῦ συστήματος.

(ζ) Θά ὑπάρχουν τοὐλάχιστον δύο πηγαί ἐνεργείας διά τήν ἀντλίαν θαλασσίου ὕδατος, καί τό αὐτόματον σύστημα ἀναγγελίας καί ἀνιχνεύσεως. Ὅπου αἱ πηγαί ἐνεργείας διά τήν ἀντλίαν εἶναι ἠλεκτρικαί, αὗται θά συνίστανται ἐκ μιᾶς κυρίας γεννητρίας καί ἐκ μιᾶς βοηθητικῆς πηγῆς ἐνεργείας. Μία παροχή, ἡ προοριζομένη διά τήν ἀντλίαν, θά λαμβάνεται ἐκ τοῦ κυρίου πίνακος διανομῆς ἠλεκτρικοῦ ρεύματος, καί ἑτέρα ἐκ τοῦ πίνακος διανομῆς ἐνεργείας κινδύνου διά κεχωρισμένων τροφοδοτικῶν διατιθεμένων ἀποκλειστικῶς δι' αὐτόν τόν σκοπόν.

Τά τροφοδοτικά (feeders) θά εἶναι διατεταγμένα ὥστε νά ἀποφεύγηται ἡ διέλευσις των διά μαγειρείων, χώρων μηχανῶν καί ἑτέρων κλειστῶν χώρων ηὐξημένου κινδύνου πυρκαϊᾶς, ἐξαιρουμένου τοῦ τμήματός των ἐκείνου τοῦ ἀπαραιτήτου διά τήν σύνδεσίν των μετά τῶν καταλλήλων πινάκων διανομῆς, καί θά ἀπολήγουν εἰς ἕναν αὐτόματον μεταγωγέα (automatic change-over switch) ἐγγύς τῆς ἀντλίας τῶν ραντιστήρων. Ὁ μεταγωγεύς οὗτος θά ἐπέτρεπε τήν παροχήν ἐνεργείας ἐκ τοῦ κυρίου πίνακος διανομῆς δι' ὅν χρόνον μία παροχή εἶναι διαθέσιμος ἐκεῖθεν καί θά εἶναι οὗτος οὕτω πως σχεδιασμένος ὥστε εἰς περίπτωσιν βλάβης τῆς τοιαύτης παροχῆς, νά ἐπιτρέπῃ οὗτος αὐτομάτως παροχήν ἐκ τοῦ πίνακος διανομῆς ἐνεργείας κινδύνου. Οἱ διακόπται τόσον ἐπί τοῦ κυρίου πίνακος διανομῆς ὅσον καί ἐπί τοῦ βοηθητικοῦ τοιούτου θά εἶναι εὐκρινῶς ἐπισεσημασμένοι καί κανονικῶς θά τηροῦνται κλειστοί. Οὐδείς ἕτερος διακόπτης ἐπιτρέπεται ἐπί τῶν τροφοδοτικῶν. Μία ἐκ τῶν πηγῶν παροχῆς ἐνεργείας διά τό σύστημα ἀναγγελίας καί ἀνιχνεύσεως πυρκαϊᾶς θά εἶναι μία πηγή ἐνεργείας κινδύνου. Ὅπου μία ἐκ τῶν πηγῶν ἐνεργείας διά τήν ἀντλίαν, εἶναι μία μηχανή ἐσωτερικῆς καύσεως, αὕτη, ἐκτός τοῦ ὅτι πρέπει νά εἶναι σύμφωνος πρός τάς διατάξεις τῆς παραγράφου (στ) τοῦ παρόντος Κανονισμοῦ, πρέπει νά εἶναι τοιουτοτρόπως τοποθετημένη ὥστε ἡ πυρκαϊά εἰς οἱονδήποτε προστατευόμενον χῶρον νά μήν ἐπηρεάζῃ τήν παροχήν ἀέρος εἰς τό μηχανοστάσιον.

(η) Τό σύστημα ραντιστήρων θά συνδέεται μετά τοῦ δικτύου σωληνώσεων πυρκαϊᾶς διά μέσου μιᾶς σφραγιζομένης κοχλιωτῆς καί μή ἀναστρεφομένης βαλβίδος εἰς τόν σύνδεσμον, ἡ ὁποία θά ἐμποδίζῃ ἀντίστροφον ροήν ἐκ τοῦ συστήματος ραντιστήρων εἰς τό δίκτυον σωληνώσεων πυρκαϊᾶς.

(θ) (ι) Μία βαλβίς δοκιμῆς θά προβλέπεται διά τήν δοκιμήν τῆς αὐτομάτου ἀναγγελίας, δι' ἕκαστον τμῆμα τῶν ραντιστήρων, διά τῆς ἐκφορτώσεως ποσότητος ὕδατος ἴσης τῆς ἀπαιτουμένης διά τήν λειτουργίαν ἑνός ραντιστῆρος. Ἡ βαλβίς δοκιμῆς, δι' ἕκαστον τμῆμα, θά τοποθετῆται ἐγγύς τῆς βαλβίδος κρατήσεως τοῦ τμήματος τούτου.

(ιι) Θά προβλέπωνται μέσα διά τήν δοκιμήν τῆς αὐτομάτου λειτουργίας τῆς ἀντλίας, διά τῆς ἐλαττώσεως τῆς πιέσεως εἰς τό σύστημα.

(ιιι) Θά προβλέπωνται διακόπται εἰς μίαν ἐκ τῶν θέσεων ἐνδείξεως τῶν μνημονευομένων ἐν τῷ ἐδαφίῳ (α)(ιι) τοῦ παρόντος Κανονισμοῦ οἱ ὁποῖοι θά καθιστοῦν δυνατόν τόν ἔλεγχον τοῦ συναγερμοῦ καί τῶν ἐνδεικτῶν δι' ἕκαστον τμῆμα τῶν ραντιστήρων.

(ι) Ἀμοιβαί κεφαλαί ραντιστήρων θά προβλέπωνται δι' ἕκαστον τμῆμα τῶν ραντιστήρων, κατά τήν κρίσιν τῆς Ἀρχῆς.

Κανονισμός 13

Συστήματα αὐτομάτου συναγερμοῦ καί ἀνιχνεύσεως πυρκαϊᾶς

Ἀπαιτήσεις διά ἐπιβατηγά πλοῖα μεταφέροντα περισσοτέρους τῶν 36 ἐπιβατῶν

(α) (ι) Οἱονδήποτε προβλεπόμενον σύστημα αὐτομάτου συναγερμοῦ καί ἀνιχνεύσεως πυρκαϊᾶς θά εἶναι κατάλληλον πρός ἄμεσον λειτουργίαν ἐν παντί χρόνῳ καί δέν θ' ἀπαιτῆται ἐνέργειά τις ἐκ μέρους τοῦ πληρώματος διά νά τίθεται ἐν λειτουργίᾳ.

(ιι) Ἕκαστος τομεύς ἀνιχνευτῶν θά περιλαμβάνῃ μέσα δι' ὧν θά δίδεται ὀπτικόν καί ἠχητικόν σῆμα συναγερμοῦ αὐτομάτως εἰς μίαν ἤ περισσοτέρας μονάδας ἐνδείξεως ὁποτεδήποτε εἷς ἀνιχνευτής τίθεται εἰς λειτουργίαν. Αἱ τοιαῦται μονάδες θά παρέχουν ἔνδειξιν οἱασδήποτε πυρκαϊᾶς καί τῆς θέσεώς της εἰς οἱονδήποτε χῶρον ἐξυπηρετούμενον ὑπό τοῦ συστήματος καί θά τοποθετοῦνται εἰς τήν γέφυραν ναυσιπλοΐας ἤ εἰς τόν κύριον σταθμόν ἐλέγχου πυρκαϊᾶς, ὁ ὁποῖος θά εἶναι οὕτω πως ἐπηνδρωμένος ἤ ἐξωπλισμένος ὥστε νά ἐξασφαλίζηται ὅτι πᾶν σῆμα συναγερμοῦ τοῦ συστήματος γίνεται ἀμέσως ἀντιληπτόν ἀπό ὑπεύθυνον μέλος τοῦ πληρώματος. Πᾶν τοιοῦτον σύστημα συναγερμοῦ θά εἶναι οὕτω πως κατεσκευασμένον ὥστε νά ἐπισημαίνεται πᾶσα βλάβη ἐπισυμβαίνουσα εἰς τό σύστημα.

(β) Οἱ ἀνιχνευταί θά τοποθετοῦνται καθ' ὁμάδας εἰς κεχωρισμένους τομεῖς, ἑκάστου καλύπτοντος χῶρον οὐχί περισσότερον τῶν 50 δωματίων ἐξυπηρετουμένων ὑπό τοιούτου συστήματος καί περιέχοντος οὐχί περισσοτέρους τῶν 100 ἀνιχνευτῶν. Ἕκαστος τομεύς ἀνιχνευτῶν δέν θά ἐξυπηρετῇ χώρους ἐπ' ἀμφοτέρων —δεξιᾶς καί ἀριστερᾶς— τῶν πλευρῶν τοῦ πλοίου, οὐδ' ἐπί περισσοτέρων τοῦ ἑνός καταστρωμάτων καί οὔτε θά τοποθετῆται εἰς περισσοτέρας τῆς μιᾶς κατακορύφου ζώνης, ἐκτός τῆς περιπτώσεως καθ' ἥν ἡ Ἀρχή, (ἐάν ἐξασφαλίζῃ ὅτι ἡ προστασία τοῦ πλοίου κατά τῆς πυρκαϊᾶς δέν θά μειωθῇ), δύναται νά ἐπιτρέψῃ ὅπως εἷς τοιοῦτος τομεύς ἀνιχνευτῶν ἐ-

ξυπηρετῇ ἀμφοτέρας τάς πλευράς —τήν δεξιάν καί ἀριστεράν— τοῦ πλοίου καί πλείονα τοῦ ἑνός καταστρώματα.

(γ) Τὸ σύστημα θὰ λειτουργῇ ὑπὸ ἀσυνήθη θερμοκρασίαν ἀέρος, ὑπὸ ἀσυνήθη συγκέντρωσιν καπνοῦ ἤ ὑπό ἄλλας συνθήκας ἐνδεικτικάς τῆς ἐνάρξεως πυρκαϊᾶς εἰς ἕνα ἕκαστον τῶν ὑπό προστασίαν χώρων. Συστήματα, τά ὁποῖα εἶναι εὐαίσθητα εἰς τήν θερμοκρασίαν ἀέρος δέν θά λειτουργοῦν ὑπό θερμοκρασίαν κατωτέραν τῶν 57°C 135°F) καὶ θὰ λειτουργοῦν ὑπὸ θερμοκρασίαν οὐχὶ ἀνωτέραν τῶν 74°C (165°F) ὅταν ἡ αὔξησις τῆς θερμοκρασίας εἰς τά ἐπίπεδα αὐτά δέν ὑπερβαίνῃ τόν 1°C (1°,8 F) κατά λεπτόν. Κατά τήν κρίσιν τῆς 'Αρχῆς ἡ ἐπιτρεπομένη θερμοκρασία λειτουργίας δύναται ν' αὐξάνῃ μέχρι 30°C (54°F) ὑπὲρ τὴν ἀνωτάτην θερμοκρασίαν τῆς ὀροφῆς τοῦ χώρου εἰς τὰ στεγνωτήρια καὶ παρομοίους χώρους εἰς οὓς παρατηρεῖται μία ὁμαλῶς ὑψηλὴ θερμοκρασία περιβάλλοντος. Συστήματα τὰ ὁποῖα εἶναι εὐαίσθητα εἰς τὴν συγκέντρωσιν καπνοῦ θὰ λειτουργοῦν μὲ τὴν μείωσιν τῆς ἐντάσεως πεμπομένης ἀκτῖνος φωτὸς εἰς ποσότητα ἀποφασιζομένην ὑπὸ τῆς 'Αρχῆς. Λοιπαὶ ὁμοίως ἀποδοτικαὶ μέθοδοι λειτουργίας δύνανται νὰ γίνουν ἀποδεκταὶ κατὰ τὴν κρίσιν τῆς 'Αρχῆς. Τὸ σύστημα ἀνιχνεύσεως δὲν θὰ χρησιμοποιῆται δι' ἕτερον —πλὴν τοῦ τῆς ἀνιχνεύσεως τῆς πυρκαϊᾶς— σκοπόν.

(δ) Οἱ ἀνιχνευταί δύνανται νά φέρουν διάταξιν πρός σήμανσιν συναγερμοῦ διά τῆς συνδέσεως ἤ ἀποσυνδέσεως τῶν ἐπαφῶν, ἤ δι' ἄλλων καταλλήλων μεθόδων. Θά τοποθετῶνται εἰς ὑψηλά εὑρισκόμενα σημεῖα καί θά προστατεύωνται καταλλήλως ἔναντι ζημίας καί φυσικῆς φθορᾶς. Θά εἶναι κατάλληλοι πρός χρῆσιν ὑπό συνθήκας ἀτμοσφαίρας θαλάσσης. Θά τοποθετῶνται εἰς ἀνοικτήν θέσιν, ἐλευθέρων ζυγῶν καί λοιπῶν ἐμποδίων δυναμένων πιθανῶς νά ἐμποδίζουν τήν διοχέτευσιν τῶν θερμῶν ἀερίων ἤ τοῦ καπνοῦ πρὸς τὸ εὐαίσθητον στοιχεῖον. 'Ανιχνευταὶ λειτουργοῦντες διὰ κλεισίματος τῶν ἐπαφῶν θὰ εἶναι κλειστοῦ τύπου ἐπαφῆς καὶ τὸ κύκλωμα θὰ ἐλέγχεται συνεχῶς ὥστε νὰ σημειοῦνται περιπτώσεις σφάλματος.

(ε) Εἰς τοὐλάχιστον ἀνιχνευτής θά τοποθετῆται εἰς ἕκαστον χῶρον ἔνθα ἀπαιτοῦνται ὑπηρεσίαι ἀνιχνεύσεως καί δέν θά ὑπάρχουν ὀλιγώτεροι τοῦ ἑνός ἀνιχνευταί δι' ἑκάστην ἐπιφάνειαν καταστρώματος 37 τετραγωνικῶν μέτρων (400 τετραγωνικῶν ποδῶν). Εἰς εὐρεῖς χώρους οἱ ἀνιχνευταί θά διατάσσωνται κατά κανονικόν τρόπον, οὕτως ὥστε οὐδείς ἀνιχνευτής θ' ἀπέχῃ πλέον τῶν 9 μέτρων (30 ποδῶν) ἐξ ἑτέρου ἀνιχνευτοῦ ἤ πλέον τῶν 4,5 μέτρων (15 ποδῶν) ἔκ τινος διαφράγματος.

(στ) Θὰ ὑπάρχουν τοὐλάχιστον δύο πηγαὶ ἐνεργείας τοῦ ἠλεκτρικοῦ ἐξοπλισμοῦ τοῦ χρησιμοποιουμένου ὑπὸ τοῦ συστήματος συναγερμοῦ καὶ ἀνιχνεύσεως τῆς πυρκαϊᾶς, μία τῶν ὁποίων θὰ εἶναι πηγὴ ἀνάγκης. 'Η τροφοδότησις θὰ παρέχεται ὑπὸ κεχωρισμένων τροφοδοτικῶν μέσων διατιθεμένων ἀποκλειστικῶς πρὸς τὸν σκοπὸν αὐτόν. Τοιαῦτα τροφοδοτικὰ μέσα θὰ συνδέωνται μετὰ μεταγωγικοῦ διακόπτου τοποθετουμένου εἰς τὸν σταθμὸν ἐλέγχου διὰ τὸ σύστημα ἀνιχνεύσεως πυρκαϊᾶς. Τὸ σύστημα καλωδίων θὰ εἶναι οὕτω πως διατεταγμένον ὥστε ν' ἀποφεύγεται ἡ δίοδός του διὰ μαγειρείων, χώρων μηχανῶν καὶ λοιπῶν περικλείστων χώρων ἐνεχόντων ὑψηλοῦ βαθμοῦ κίνδυνον πυρκαϊᾶς ἐξαιρουμένου τοῦ τμήματός των ἐκείνου τοῦ ἀπαραιτήτου πρὸς ἐξασφάλισιν ἀνιχνεύσεως τῆς πυρκαϊᾶς εἰς τοὺς χώρους τούτους ἢ σύνδεσιν μετὰ τοῦ καταλλήλου πίνακος διανομῆς.

(ζ) (ι) Μία κατάστασις ἤ σχεδιάγραμμα θά τοποθετῆται παραπλεύρως ἑκάστης ἐνδεικτρίας μονάδος πρός τόν σκοπόν ἐνδείξεως τῶν καλυπτομένων χώρων καί τῆς θέσεως τῆς ζώνης ὡς πρὸς ἕκαστον τομέα. Κατάλληλοι ὁδηγίαι δοκιμῆς καὶ συντηρήσεως θὰ διατίθενται.

(ιι) Θά λαμβάνεται πρόνοια δοκιμῆς τῆς καλῆς λειτουργίας τῶν ἀνιχνευτῶν καί ἐνδεικτριῶν μονάδων διά τῆς διαθέσεως μέσων παροχῆς θερμοῦ ἀέρος ἤ καπνοῦ εἰς τάς θέσεις τῶν ἀνιχνευτῶν.

(η) 'Αμοιβαί κεφαλαί 'Ανιχνευτῶν θά διατίθενται εἰς ἕκαστον τομέα ἀνιχνευτῶν κατά τάς ἀπαιτήσεις τῆς 'Αρχῆς.

'Απαιτήσεις διά πλοῖα ὅλων τῶν λοιπῶν κατηγοριῶν

(θ) Ἅπαντα τά ἀπαιτούμενα συστήματα ἀνιχνεύσεως πυρκαϊᾶς δέον ὅπως εἶναι ἱκανά νά καταδεικνύουν αὐτομάτως τήν ἐμφάνισιν ἤ ἔνδειξιν πυρκαϊᾶς καθώς ἐπίσης καί τήν θέσιν αὐτῆς. 'Ενδεῖκται δέον ὅπως εἶναι συγκεντρωμένοι ἤ εἰς τήν γέφυραν ναυσιπλοΐας ἤ εἰς ἄλλους σταθμούς ἐλέγχου οἱ ὁποῖοι ἔχουν ἀπ' εὐθείας ἐπικοινωνίαν μέ τήν γέφυραν. 'Η 'Αρχή δύναται νά ἐπιτρέψῃ ὅπως οἱ ἐνδεῖκται εἶναι κατανεμημένοι εἰς διαφόρους σταθμούς.

(ι) 'Επί ἐπιβατηγῶν πλοίων τά ἠλεκτρικά ὄργανα τά ὁποῖα χρησιμοποιοῦνται διά τήν λειτουργίαν τῶν ἀπαιτουμένων συστημάτων ἀνιχνεύσεως πυρκαϊᾶς δέον ὅπως ἔχουν δύο ἀνεξαρτήτους πηγάς ἐνεργείας ἤ μία τῶν ὁποίων θά εἶναι πηγή ἐνεργείας ἀνάγκης.

(ια) Τό σύστημα συναγερμοῦ δέον ὅπως δίδῃ ταυτοχρόνως ἀκουστικά καί ὀπτικά σήματα εἰς τούς κυρίους σταθμούς οἱ ὁποῖοι ἀναφέρονται εἰς τήν παράγραφον (θ) τοῦ παρόντος Κανονισμοῦ. Συστήματα ἀνιχνεύσεως διά τούς χώρους φορτίου δέν εἶναι ἀναγκαῖον ὅπως προκαλοῦν συνέγερσιν ἀκουστικῶς.

Κανονισμός 14

'Εξάρτησις Πυροσβέστου

'Η ἐξάρτησις πυροσβέστου δέον ὅπως συνίσταται ἐκ τῶν κάτωθι:

(α) 'Ατομικόν ἐξοπλισμόν περιλαμβάνοντα:

(ι) Προστατευτικήν ἐνδυμασίαν ἐξ ὑφάσματος ἱκανοῦ ὅπως προστατεύῃ τό δέρμα ἐκ τῆς θερμότητος ἥτις ἀκτινοβολεῖται ὑπό τῆς πυρκαϊᾶς καί ἀπό ἐγκαύματα ἤ ζεμάτισμα ἐκ τοῦ ἀτμοῦ. 'Η ἐξωτερική της ἐπιφάνεια δέον ὅπως εἶναι ἀδιάβροχος.

(ιι) 'Υποδήματα καί χειρόκτια ἐξ ἐλαστικοῦ ἤ ἑτέρου ὑλικοῦ συνιστῶντος κακόν ἀγωγόν τοῦ ἠλεκτρισμοῦ.

(ιιι) Ἄκαμπτον κράνος τό ὁποῖον θά ἐξασφαλίζῃ ἀποτελεσματικήν προστασίαν ἐκ τῶν κρούσεων.

(ιν) 'Ηλεκτρικόν λαμπτῆρα ἀσφαλείας (φανόν χειρός) ἐγκεκριμένου τύπου δυναμένου ὅπως λειτουργῇ συνεχῶς ἐπί τρεῖς ὥρας.

(ν) Πέλεκυν κατά τήν κρίσιν τῆς 'Αρχῆς.

(β) 'Αναπνευστικήν συσκευήν ἐγκεκριμένου τύπου ἡ ὁποία δύναται νά εἶναι εἴτε:

(ι) Κράνος καπνοῦ ἤ προσωπίς καπνοῦ, τά ὁποῖα θά εἶναι ἐφωδιασμένα διά καταλλήλου ἀεραντλίας καί σωλῆνος ἀέρος ἐπαρκοῦς μήκους ὥστε νά φθάνῃ ἀπό τοῦ ἀνοικτοῦ καταστρώματος καί εἰς ἀρκετήν ἀπόστασιν ἀπό τοῦ στομίου κύτους ἤ θύρας μέχρι οἱουδήποτε σημείου τῶν κυτῶν φορτίου ἤ τῶν χώρων μηχανῶν. 'Εάν πρός ἐπίτευξιν τούτου ἀπαιτῆται σωλήν ἀέρος μήκους ὑπερβαίνοντος τά 36 μέτρα (ἤ τούς 120 πόδας), θά ἀντικαθίσταται διά μιᾶς αὐτονόμου ἀναπνευστικῆς συσκευῆς ἤ θά ἐφοδιάζεται διά ταύτης συμπληρωματικῶς κατά τήν κρίσιν τῆς 'Αρχῆς, εἴτε

(ιι) Μία αὐτόνομος ἀναπνευστική συσκευή δυναμένη νά λειτουργῇ διά χρονικόν διάστημα καθορισθησόμενον ὑπό τῆς 'Αρχῆς.

Δι' ἑκάστην ἀναπνευστικήν συσκευήν θά προβλέπεται ἕν σωσίβιον ρυμάτιον ἀνθεκτικόν εἰς τό πῦρ ἐπαρκοῦς μήκους καί ἀντοχῆς ἱκανόν ὅπως προσαρτᾶται διά κόρα-

κος εἰς τούς ἱμάντας τῆς συσκευῆς ἤ εἰς ἰδιαιτέραν ζώνην ἵνα ἀποφεύγηται ἀπόσπασις ἐκ τῆς ἀναπνευστικῆς συσκευῆς ὅτε γίνεται χρῆσις τοῦ σωσιβίου ρυματίου.

Κανονισμός 15

Ἑτοιμότης πρός χρῆσιν συσκευῶν σβέσεως πυρκαϊᾶς

Ἐφ'ὅλων τῶν νέων καί ὑπαρχόντων πλοίων, αἱ συσκευαί σβέσεως πυρκαϊᾶς θά διατηροῦνται εἰς καλήν κατάστασιν καί ἕτοιμαι πρός ἄμεσον χρῆσιν ἀνά πάντα χρόνον κατά τήν διάρκειαν τοῦ πλοῦ.

Κανονισμός 16

Ἀποδοχή Ἰσοδυνάμων

Ὅπου εἰς τό παρόν Κεφάλαιον καθορίζεται εἰδικός τις τύπος μέσου, συσκευῆς, πυροσβεστικοῦ ὑλικοῦ ἤ διατάξεως ἐπί οἱουδήποτε νέου ἤ ὑπάρχοντος πλοίου, δύναται νά ἐπιτραπῇ πᾶς ἕτερος τύπος μέσου κ.λπ. προϋποτιθεμένου ὅτι ἡ Ἀρχή μένει ἱκανοποιημένη ὅτι τοῦτο δέν εἶναι ὀλιγώτερον ἀποδοτικόν.

ΜΕΡΟΣ Β' — ΜΕΤΡΑ ΠΥΡΑΣΦΑΛΕΙΑΣ ΔΙ'ΕΠΙΒΑΤΗΓΑ ΠΛΟΙΑ ΜΕΤΑΦΕΡΟΝΤΑ ΠΕΡΙΣΣΟΤΕΡΟΥΣ ΤΩΝ 36 ΕΠΙΒΑΤΩΝ

Κανονισμός 17

Κατασκευή

Τό σκάφος, αἱ ὑπερκατασκευαί, τά κύρια διαφράγματα, τά καταστρώματα καί τά ὑπερστεγάσματα θά κατασκευάζωνται ἐκ χάλυβος, ἤ ἑτέρου ἰσοδυνάμου ὑλικοῦ. Πρός τόν σκοπόν ἐφαρμογῆς τοῦ περί χάλυβος, ἤ ἑτέρου ὑλικοῦ ὁρισμοῦ, ὡς οὗτος δίδεται εἰς τόν Κανονισμόν 3(ζ) τοῦ παρόντος Κεφαλαίου, ἡ «ἐφαρμόσιμος ἔκθεσις εἰς τό πῦρ» θά συμφωνῇ πρός τά ἐπίπεδα ἀντοχῆς καί μονώσεως, τά ὁποῖα παρέχονται εἰς τούς πίνακας τοῦ Κανονισμοῦ 20 τοῦ Κεφαλαίου τούτου. Ἐπί παραδείγματι, ὅπου τμήματα, ὡς καταστρώματα ἤ πλευραί καί πέρατα ὑπερστεγασμάτων, ἐπιτρέπεται νά ἔχουν ἀντοχή κατά τοῦ πυρός Β-Ο, ἡ «ἐφαρμόσιμος ἔκθεσις εἰς τό πῦρ» θά εἶναι διαρκείας ἡμισείας ὥρας.

Εἰς ἅς περιπτώσεις, οἱονδήποτε τμῆμα τῆς κατασκευῆς εἶναι ἐκ κράμματος ἀλουμινίου, θά ἐφαρμόζωνται αἱ ἀκόλουθοι ἀπαιτήσεις:

(α) Ἡ μόνωσις τῶν ἐκ κράματος ἀλουμινίου συνιστώντων τά τμήματα «Α» καί «Β» Κλάσεως στοιχείων ἐκτός ἐάν πρόκειται περί μή φερούσης κατασκευῆς, κατά τήν ἄποψιν τῆς Ἀρχῆς, θά εἶναι τοιαύτη ὥστε ἡ θερμοκρασία τοῦ κατασκευαστικοῦ στελέχους δέν θά ὑψοῦται πέραν τῶν 200°C (360°F), ὑπεράνω τῆς θερμοκρασίας τοῦ περιβάλλοντος κατά πᾶσαν στιγμήν διαρκούσης τῆς ἐφαρμοσίμου ἐκθέσεως εἰς τό πῦρ εἰς τήν τυποποιημένην δοκιμήν.

(β) Ἰδιαιτέρα προσοχή θ' ἀποδίδεται εἰς τήν μόνωσιν τῶν συστατικῶν ἐκ κραμμάτων ἀλουμινίου τῶν προοριζομένων διά στήλας, στυλίδια καί λοιπά κατασκευαστικά ἐξαρτήματα ἀπαιτούμενα πρός ἀσφαλῆ ἔχμασιν τῶν σωσιβίων λέμβων καί σωσιβίων σχεδιῶν, τῶν περιοχῶν καθαιρέσεως καί ἐπιβιβάσεως καί τῶν τμημάτων «Α» καί «Β» Κλάσεως, πρός τόν σκοπόν ὅπως ἐξασφαλισθῇ:

(ι) Ὅτι ὁ βαθμός ἀνυψώσεως τῆς θερμοκρασίας ὁ καθοριζόμενος ἐν παραγράφῳ (α) τοῦ παρόντος Κανονισμοῦ, πρόκειμένου περί τοιούτων ἐξαρτημάτων ὑποστηριζόντων περιοχάς σωσιβίων λέμβων καί σωσιβίων σχεδιῶν ὡς καί τμήματα «Α» κλάσεως,θά ἐφαρμόζηται κατά τό τέλος τῆς μιᾶς ὥρας, καί

(ιι) Ὅτι ὁ βαθμός τῆς θερμοκρασίας, ὁ καθοριζόμενος ἐν παραγράφῳ (α) τοῦ παρόντος Κανονισμοῦ, προκειμένου περί τοιούτων ἐξαρτημάτων ἀπαιτουμένων πρός ὑποστήριξιν τμημάτων «Β» κλάσεως, θά ἐφαρμόζεται κατά τό τέλος τῆς ἡμισείας ὥρας.

(γ) Ὀροφαί καί περιφράγματα τῶν χώρων μηχανῶν Κατηγορίας Α θά εἶναι ἐκ χαλυβδίνης κατασκευῆς ἐπαρκῶς μεμονωμένης, ἐάν δέ ἐντός αὐτῶν ὑπάρχουν ἀνοίγματα,ταῦτα θά εἶναι καταλλήλως διατεταγμένα καί προστατευμένα ἵνα ἐμποδίζουν τήν ἐξάπλωσιν τοῦ πυρός.

Κανονισμός 18

Κύριαι κατακόρυφοι Ζῶναι καί Ὁριζόντιαι Ζῶναι

(α) Τό σκάφος, αἱ ὑπερκατασκευαί καί τά ὑπερστεγάσματα θά ὑποδιαιρῶνται εἰς κυρίας κατακορύφους ζώνας διά τμημάτων «Α» Κλάσεως. Αἱ βαθμίδες καί αἱ ἐσοχαί θά περιορίζωνται εἰς τό ἐλάχιστον, ἀλλ' ὅπου εἶναι ἀπαραίτητοι, ἡ κατασκευή των θά εἶναι ἐπίσης ἡ τῶν τμημάτων «Α» Κλάσεως. Τά τμήματα ταῦτα θά ἔχουν βαθμούς μονώσεως συμφώνως πρός τούς ἐφαρμοζομένους πίνακας τοῦ Κανονισμοῦ 20 τοῦ παρόντος Κεφαλαίου.

(β) Καθ'ὅσον εἶναι πρακτικῶς δυνατόν, τά διαφράγματα τά σχηματίζοντα τά ὅρια τῶν κυρίων κατακορύφων ζωνῶν ὑπεράνω τοῦ καταστρώματος στεγανῶν, θά εἶναι ἐν συνεχείᾳ πρός τά στεγανά διαφράγματα ὑποδιαιρέσεως, τά κείμενα εὐθύς κάτωθεν τοῦ καταστρώματος στεγανῶν.

(γ) Τοιαῦτα διαφράγματα θά ἐκτείνωνται ἀπό καταστρώματος εἰς κατάστρωμα καί μέχρι τοῦ κελύφους τοῦ πλοίου ἤ μέχρις ἄλλων ὁρίων.

(δ) Ὅπου μία κατακόρυφος ζώνη ὑποδιαιρεῖται δι'ὁριζοντίων τμημάτων «Α» Κλάσεως εἰς ὁριζοντίους ζώνας πρός τόν σκοπόν τῆς δημιουργίας καταλλήλου φράγματος μεταξύ ζωνῶν τοῦ πλοίου προστατευομένων καί ζωνῶν μή προστατευομένων διά συστήματος ραντισμοῦ (sprinklers), τά τμήματα θά ἐκτείνωνται μεταξύ τῶν παρακειμένων διαφραγμάτων τῆς κυρίας κατακορύφου ζώνης καί μέχρι τοῦ κελύφους ἤ τῶν ἐξωτερικῶν ὁρίων τοῦ πλοίου καί θά ἔχουν μόνωσιν συμφώνως πρός τούς βαθμούς μονώσεως καί ἀντοχῆς κατά τῆς πυρκαϊᾶς τούς παρεχομένους εἰς τόν Πίνακα 3 τοῦ Κανονισμοῦ 20 τοῦ παρόντος Κεφαλαίου.

(ε) Ἐπί πλοίων προοριζομένων δι'εἰδικούς σκοπούς, ὡς εἶναι τά μεταφέροντα αὐτοκίνητα ἤ σιδηροδρομικά ὀχήματα, ἐπί τῶν ὁποίων ἡ κατασκευή τοιούτων διαφραγμάτων θά ἀντέκειτο πρός τόν σκοπόν διά τόν ὁποῖον τά πλοῖα προορίζονται, ἰσοδύναμα μέσα διά τόν ἔλεγχον καί τόν ἐντοπισμόν τῆς πυρκαϊᾶς θά χρησιμοποιῶνται ὑπό τήν εἰδικήν ἔγκρισιν τῆς Ἀρχῆς. Προκειμένου περί πλοίου μέ χώρους εἰδικῆς κατηγορίας, πᾶς τοιοῦτος χῶρος θά προσαρμόζεται πρός τάς ἀπαιτουμένας διατάξεις τοῦ Κανονισμοῦ 30 τοῦ παρόντος Κεφαλαίου καί, ἐν ἡ περιπτώσει ἡ τοιαύτη συμμόρφωσις θά ἤρχετο εἰς σύγκρουσιν μέ ἄλλας ἀπαιτήσεις τοῦ αὐτοῦ Μέρους τοῦ παρόντος Κεφαλαίου, αἱ ἀπαιτήσεις τοῦ Κανονισμοῦ 30 θά ὑπερισχύουν.

Κανονισμός 19

Διαφράγματα ἐντός Κυρίας κατακορύφου Ζώνης

(α) Πάντα τά διαφράγματα, τά ὁποῖα δέν ἀπαιτεῖται νά εἶναι τμήματα «Α» Κλάσεως, θά εἶναι τοὐλάχιστον τμήματα «Β» ἤ «Γ» Κλάσεων, ὡς προσδιορίζονται εἰς τούς πίνακας τοῦ Κανονισμοῦ 20 τοῦ παρόντος Κεφαλαίου. Ἅπαντα τά τμήματα ταῦτα δύνανται νά ἔχουν ἐπιστρώσεις ἐκ καυσίμων ὑλικῶν συμφώνως πρός τάς διατάξεις τοῦ Κανονισμοῦ 27 τοῦ παρόντος Κεφαλαίου.

(β) Πάντα τά διαφράγματα τῶν διαδρόμων, ὅπου ταῦτα δέν ἀπαιτεῖται νά εἶναι «Α» Κλάσεως, θά εἶναι τμήματα «Β» Κλάσεως, τά ὁποῖα θά ἐκτείνωνται ἀπό καταστρώματος εἰς κατάστρωμα ἐκτός:

(ι) Τῆς περιπτώσεως καθ' ἥν συνεχεῖς ἐπιστρώσεις ἤ καί ἐπενδύσεις «Β» Κλάσεως εἶναι τοποθετημέναι εἰς ἀμφοτέρας τάς πλευράς τοῦ διαφράγματος, ὁπότε τό ὄπισθεν τῆς συνεχοῦς ἐπιστρώσεως ἤ ἐπενδύσεως τμῆμα τοῦ διαφράγματος θά εἶναι ἐξ ὑλικοῦ τό ὁποῖον, τόσον ἀπό πλευρᾶς πάχους ὅσον καί ἀπό πλευρᾶς συνθέσεως θά πληροῖ τάς ἀπαιτήσεις κατασκευῆς τῶν τμημάτων «Β» Κλάσεως μόνον δέ, καθ' ὅσον ἡ 'Αρχή θεωρεῖ λογικόν καί πρακτικόν, τό ὑλικόν τοῦτο, θ' ἀπαιτῆται νά εἶναι τοῦ αὐτοῦ βαθμοῦ ἀντοχῆς μέ τά «Β» Κλάσεως τοιαῦτα.

(ιι) 'Εάν πρόκειται περί πλοίου προστατευομένου διά συστήματος αὐτομάτου ραντισμοῦ (sprinklers), πληροῦντος τάς ἀπαιτήσεις τοῦ Κανονισμοῦ 12 τοῦ παρόντος Κεφαλαίου, ὁπότε τά ἐξ ὑλικῶν «Β» Κλάσεως διαφράγματα διαδρόμων δύνανται νά καταλήγουν εἰς ἐπίστρωσιν ἐντός τοῦ διαδρόμου, προϋποτιθεμένου ὅτι μία τοιαύτη ἐπίστρωσις εἶναι ἐξ ὑλικοῦ τό ὁποῖον, τόσον ἀπό πλευρᾶς πάχους, ὅσον καί ἀπό πλευρᾶς συνθέσεως πληροῖ τάς ἀπαιτήσεις κατασκευῆς τῶν τμημάτων «Β» Κλάσεως. 'Ανεξαρτήτως τῶν ἀπαιτήσεων τοῦ Κανονισμοῦ 20 τοῦ παρόντος Κεφαλαίου, τά τοιαῦτα διαφράγματα καί ἐπιστρώσεις θ' ἀπαιτῆται νά συμμορφοῦνται πρός τά ἐπίπεδα ἀντοχῆς «Β» Κλάσεως μόνον καθ' ὅσον τοῦτο, κατά τήν ἄποψιν τῆς 'Αρχῆς, εἶναι λογικόν καί πρακτικόν. Ἅπασαι αἱ θύραι καί τά πλαίσια τῶν τοιούτων διαφραγμάτων θά εἶναι ἐξ ἀκαύστων ὑλικῶν καί οὕτω πως κατεσκευασμένα καί τοποθετημένα ὥστε νά ἐξασφαλίζεται οὐσιώδης ἀντίστασις εἰς τό πῦρ, ἱκανοποιοῦσα τήν 'Αρχήν.

(γ) Ἅπαντα τά διαφράγματα, τά ὁποῖα ἀπαιτεῖται νά εἶναι τμήματα «Β» Κλάσεως, ἐκτός τῶν διαφραγμάτων τῶν διαδρόμων, θά ἐκτείνωνται ἀπό καταστρώματος εἰς κατάστρωμα καί μέχρι τοῦ κελύφους ἤ ἄλλων ὁρίων, ἐκτός ἐάν συνεχεῖς ἐπιστρώσεις ἤ καί ἐπενδύσεις «Β» Κλάσεως εἶναι τοποθετημέναι εἰς ἀμφοτέρας τάς πλευράς τοῦ διαφράγματος, εἰς ἥν περίπτωσιν τό διάφραγμα δύναται νά καταλήγῃ εἰς τήν συνεχῆ ἐπίστρωσιν ἤ ἐπένδυσιν.

Κανονισμός 20

'Αντοχή κατά τοῦ πυρός Διαφραγμάτων καί Καταστρωμάτων

(α) 'Επί πλέον πρός τήν συμμόρφωσιν πρός τάς εἰδικάς διατάξεις τάς ἀφορώσας εἰς τήν ἀντοχήν κατά τοῦ πυρός τῶν διαφραγμάτων καί καταστρωμάτων, περί ὧν γίνεται λόγος ἀλλαχοῦ εἰς Κανονισμούς τοῦ παρόντος Μέρους, ἡ ἐλαχίστη πυραντοχή ἁπάντων τῶν διαφραγμάτων καί καταστρωμάτων θά εἶναι ἡ περιγραφομένη εἰς τούς πίνακας 1 ἕως 4 τοῦ παρόντος Κανονισμοῦ. Ὅπου, ἐξ αἰτίας τυχόν εἰδικῶν κατασκευαστικῶν διατάξεων τοῦ πλοίου, ἐγείρονται δυσκολίαι ὡς πρός τήν χρησιμοποίησιν ἐκ τῶν πινάκων τῶν ἐλαχίστων τιμῶν πυραντοχῆς οἱωνδήποτε τμημάτων, θά ἀποφασίζωνται τιμαί κατά τήν κρίσιν τῆς 'Αρχῆς.

(β) Αἱ ἀκόλουθαι ἀπαιτήσεις θά ρυθμίζουν τά τῆς ἐφαρμογῆς τῶν πινάκων:

(ι) 'Ο πίναξ 1 θά ἐφαρμόζεται ἐπί διαφραγμάτων, ἀποτελούντων ὅρια κυρίων κατακορύφων ζωνῶν ἤ ὁριζοντίων ζωνῶν.

'Ο πίναξ 2 θά ἐφαρμόζεται ἐπί διαφραγμάτων μή ἀποτελούντων ὅρια κυρίων κατακορύφων ζωνῶν ἤ ὁριζοντίων ζωνῶν.

'Ο πίναξ 3 θά ἐφαρμόζεται ἐπί καταστρωμάτων σχηματιζόντων βαθμίδας εἰς τάς κυρίας κατακορύφους ζώνας ἤ ἀποτελούντων ὅρια ὁριζοντίων ζωνῶν.

'Ο Πίναξ 4 θά ἐφαρμόζεται ἐπί καταστρωμάτων μή σχηματιζόντων βαθμίδας εἰς τάς κυρίας κατακορύφους ζώνας μηδέ ἀποτελούντων ὅρια ὁριζοντίων ζωνῶν.

(ιι) Πρός τόν σκοπόν [illegible] τῶν καταλλήλων βαθμῶν ἀντοχῆς κατά τοῦ πυρός οἱ ὁποῖοι θά ἐφαρμόζωνται εἰς διαφράγματα μεταξύ παρακειμένων χώρων, οἱ χῶροι, εἰς οὕς ἀφοροῦν, ἔχουν ταξινομηθῆ συμφώνως πρός τόν κίνδυνον πυρκαϊᾶς, τόν ὁποῖον παρουσιάζουν, ὡς κατωτέρω διεκνύεται, εἰς Κατηγορίας (1) ἕως (14). Ὅπου τά συστικά καί ἡ χρῆσις χώρου τινός εἶναι τοιαῦτα ὥστε νά δημιουργῆται ἀμφιβολία τις ὡς πρός τήν ταξινόμησίν του, διά τούς σκοπούς τοῦ παρόντος Κανονισμοῦ, οὗτος θά ἐκλαμβάνεται ὡς χῶρος ἀνήκων εἰς τήν κατηγορίαν ἡ ὁποία περιλαμβάνει τάς πλέον αὐστηράς ὁριακάς ἀπαιτήσεις. 'Ο τίτλος ἑκάστης κατηγορίας εἶναι μᾶλλον τυπικός καί περιοριστικός. 'Ο, ἐντός παρενθέσεων, ἀριθμός ἔναντι τοῦ τίτλου ἑκάστης κατηγορίας ἀναφέρεται εἰς τήν χρησιμοποιουμένην στήλην ἤ τόν ἀριθμόν στοίχου τῶν πινάκων.

(1) *Σταθμοί 'Ελέγχου*

Χῶροι περιλαμβάνοντες πηγάς ἐνεργείας καί φωτισμοῦ ἀνάγκης.
Θάλαμος πηδαλιουχίας καί θάλαμος χαρτῶν.
Χῶροι περιλαμβάνοντες τόν σταθμόν ἀσυρμάτου τοῦ πλοίου.
Χῶροι ἐλέγχου καί καταγραφῆς πυρκαϊᾶς.
Θάλαμος ἐλέγχου τῶν προωστηρίων μηχανημάτων, ὅταν ὁ χῶρος οὗτος κεῖται ἐκτός τῶν προωστηρίων μηχανημάτων.
Χῶροι περιλαμβάνοντες τόν κεντρικόν ἐξοπλισμόν συναγερμοῦ πυρκαϊᾶς.
Χῶροι περιλαμβάνοντες τούς σταθμούς καί τόν ἐξοπλισμόν τοῦ συστήματος ἐνδοσυνεννοήσεως τοῦ πλοίου.

(2) *Κάθοδοι*

'Εσωτερικαί κάθοδοι, ἀνελκυστῆρες καί κλίμακες κινουμένων βαθμίδων (πλήν τῶν κειμένων καθ' ὁλοκληρίαν ἐντός τῶν χώρων τῶν μηχανῶν) δι' ἐπιβάτας καί πλήρωμα ὡς καί προθάλαμοι πρός ταύτας.

Σχετικῶς διευκρινίζεται ὅτι προκειμένου περί καθόδου, ἡ ὁποία εἶναι κλειστή κατά τό ἕν μόνον ἐπίπεδον, αὕτη θά θεωρῆται ὡς τμῆμα τοῦ χώρου ἐκ τοῦ ὁποίου δέν διαχωρίζεται διά θύρας πυρκαϊᾶς.

(3) *Διάδρομοι*

Διάδρομοι ἐπιβατῶν καί πληρώματος.

(4) *Σταθμοί χειρισμοῦ σωσιβίων λέμβων, σχεδιῶν καί ἐπιβιβάσεως.*

'Ανοικτοί χῶροι καταστρωμάτων καί κεκλεισμένοι περιπάτου δημιουργοῦντες σταθμούς ἐπιβιβάσεως, καί καθαιρέσεως τῶν σωσιβίων λέμβων καί σωσιβίων σχεδιῶν.

(5) *'Ανοικτοί χῶροι καταστρωμάτων*

'Ανοικτοί χῶροι καταστρωμάτων καί κεκλεισμένοι περιπάτου μακράν τῶν σταθμῶν ἐπιβιβάσεως, καί καθαιρέσεως τῶν σωσιβίων λέμβων καί σωσιβίων σχεδιῶν.
'Ανοικτός χῶρος (ὁ ἐκτός τῶν ὑπερκατασκευῶν καί ὑπερστεγασμάτων χῶρος).

(6) *Χῶροι ἐνδιαιτήσεως περιωρισμένου κινδύνου πυρκαϊᾶς*

Θαλαμίσκοι περιέχοντες ἔπιπλα καί ἐξαρτήματα περιωρισμένου κινδύνου πυρκαϊᾶς.
Κοινόχρηστοι χῶροι περιέχοντες ἔπιπλα καί ἐξαρτήματα περιωρισμένου κινδύνου πυρκαϊᾶς καί καταλαμβάνοντες ἐπιφάνειαν καταστρώματος μικροτέραν τῶν 50 τετραγωνικῶν μέτρων (540 τετραγωνικῶν ποδῶν).

Γραφεῖα καί ἰατρεῖα περιέχοντα ἔπιπλα καί ἐξαρτήματα περιωρισμένου κινδύνου πυρκαϊᾶς.

(7) *Χῶροι ἐνδιαιτήσεως μέσου κινδύνου πυρκαϊᾶς*

Ὁμοίως ὡς ἀνωτέρω (6), πλήν χῶροι περιέχοντες ἔπιπλα καί ἐξαρτήματα διάφορα τῶν περιωρισμένου κινδύνου πυρκαϊᾶς τοιούτων.

Κοινόχρηστοι χῶροι περιέχοντες ἔπιπλα καί ἐξαρτήματα περιωρισμένου κινδύνου πυρκαϊᾶς καί καταλαμβάνοντες ἐπιφάνειαν καταστρώματος 50 τετραγωνικῶν μέτρων (540 τετραγωνικῶν ποδῶν) καί ἄνω.

Ἀπομεμονωμένα ἑρμάρια καί μικραί ἀποθῆκαι ἐντός τῶν χώρων ἐνδιαιτήσεως.

Καταστήματα πωλήσεων.

Αἴθουσαι προβολῆς καί φυλάξεως ταινιῶν.

Μαγειρεῖα διαίτης (μή περιέχοντα ἐργαλεῖα παράγοντα γυμνάς φλόγας).

Ἀποθῆκαι εἰδῶν καθαρισμοῦ (ἐντός τῶν ὁποίων δέν φυλάσσονται εὔφλεκτα ὑγρά).

Ἐργαστήρια (ἐντός τῶν ὁποίων δέν φυλάσσονται εὔφλεκτα ὑγρά).

Φαρμακεῖα.

Μικρά στεγνωτήρια (καταλαμβάνοντα ἐπιφάνειαν καταστρώματος 4 τετραγωνικῶν μέτρων (43 τετραγωνικῶν ποδῶν) ἤ μικροτέραν).

Χῶροι φυλάξεως ἀξιῶν.

(8) *Χῶροι ἐνδιαιτήσεως μείζονος κινδύνου πυρκαϊᾶς*

Κοινόχρηστοι χῶροι περιέχοντες ἔπιπλα καί ἐξαρτήματα διάφορα τῶν περιωρισμένου κινδύνου πυρκαϊᾶς τοιούτων καί καταλαμβάνοντες ἐπιφάνειαν καταστρώματος 50 τετραγωνικῶν μέτρων (540 τετραγωνικῶν ποδῶν) καί ἄνω.

Κουρεῖα καί αἴθουσαι καλλωπισμοῦ

(9) *Ὑγιεινῆς καί παρόμοιοι χῶροι*

Κοινόχρηστοι χῶροι ὑγιεινῆς, καταιωνιστῆρες, λουτρά, ἀποχωρητήρια κ.λπ.

Μικρά διαμερίσματα πλυντηρίων.
Χῶροι ἐσωτερικῶν κολυμβητηρίων.
Χειρουργεῖα.
Ἀπομεμονωμένα κυλικεῖα ἐντός τῶν χώρων ἐνδιαιτήσεως.
Ἰδιαίτεροι χῶροι ὑγιεινῆς θά θεωρῶνται ὡς τμῆμα τοῦ χώρου, ἐντός τοῦ ὁποίου εἶναι τοποθετημέναι.

(10) *Χῶροι δεξαμενῶν, κενοί χῶροι καί χῶροι βοηθητικῶν μηχανημάτων περικλείοντες μικρόν ἤ καί καθόλου κίνδυνον πυρκαϊᾶς.*

Δεξαμεναί ὕδατος ἀποτελοῦσαι μέρος τῆς κατασκευῆς τοῦ πλοίου.

Χῶροι κενοί καί στεγανοί χῶροι ἀσφαλείας (cofferdams).

Χῶροι βοηθητικῶν μηχανημάτων, οἱ ὁποῖοι δέν περιέχουν μηχανήματα ἔχοντα σύστημα λιπάνσεως διά πιέσεως καί ἔνθα ἀπαγορεύεται ἡ ἐναπόθεσις εὐκαύστων ὑλικῶν, ὡς:

Διαμερίσματα ἀερισμοῦ καί συστήματος κλιματισμοῦ,
Διαμερίσματα βαρούλκου ἀγκύρας, χῶρος μηχανισμοῦ πηδαλίου,
Διαμέρισμα ἐξαρτημάτων συστήματος σταθερωτήρων,
Διαμέρισμα κινητῆρος ἠλεκτρικῆς προώσεως,
Διαμερίσματα περιέχοντα πίνακας διακοπτῶν τῶν διαφόρων τομέων τοῦ πλοίου καί μόνον ἠλεκτρικόν ἐξοπλισμόν διάφορον τῶν (ἄνω τῶν 10 κVA) πεπληρωμένων δι᾽ ἐλαίου μετασχηματιστῶν,
Σήραγγες ἄξονος καί ὀχετοί σωληνώσεων,
Διαμερίσματα ἀντλιῶν καί ψυκτικῶν μηχανημάτων (εἰς ἅς δέν χρησιμοποιοῦνται εὔφλεκτα ὑγρά).

Κλειστοί ὀχετοί ἐξυπηρετοῦντες τούς ἀνωτέρω μνημονευομένους χώρους.

Ἕτεροι κλειστοί ὀχετοί σωλήνων καί καλωδίων.

(11) *Χῶροι βοηθητικῶν μηχανημάτων, χῶροι φορτίου, χῶροι εἰδικῆς κατηγορίας, δεξαμεναί φορτίου καί λοιπῶν καυσίμων καί λοιποί παρόμοιοι χῶροι μέσου κινδύνου πυρκαϊᾶς.*

Δεξαμεναί φορτίου πετρελαίου

Κύτη φορτίου, ἀνεμοδόχοι καί στόμια κυτῶν.

Ψυκτικοί θάλαμοι.

Δεξαμεναί ὑγρῶν καυσίμων (εἰς περίπτωσιν ἐναποθέσεως αὐτῶν εἰς κεχωρισμένον διαμέρισμα ἄνευ μηχανημάτων).

Σήραγγες ἄξονος καί ὀχετοί σωληνώσεων ἐπιτρέποντες τήν ἐναπόθεσιν εὐφλέκτων ὑλικῶν. Βοηθητικῶν μηχανημάτων χῶροι, ὡς εἰς Κατηγορίαν (10) περιέχοντες μηχανήματα ἔχοντα σύστημα λιπάνσεως διά πιέσεως καί ἔνθα ἐπιτρέπεται ἡ τοποθέτησις εὐκαύστων ὑλικῶν.

Σταθμοί πληρώσεως καυσίμων.

Διαμερίσματα περιέχοντα ἠλεκτρικούς μετασχηματιστάς (ἄνω τῶν 10 κVA) πεπληρωμένους δι᾽ ἐλαίου.

Χῶροι περιέχοντες βοηθητικάς γεννητρίας λειτουργούσας διά στροβίλων ἤ παλινδρομικῶν ἀτμομηχανῶν καί μικράς μηχανάς ἐσωτερικῆς καύσεως μέχρι 150 ἵππων κινούσας γεννητρίας ἀνάγκης, ἀντλίας ραντισμοῦ, διαβροχῆς ἤ πυρκαϊᾶς, ἀντλίας ὑδροσυλλεκτῶν κ.λπ.

Χῶροι εἰδικῆς κατηγορίας (σχετικοί οἱ Πίνακες 1 καί 3).

Κλειστοί ὀχετοί ἐξυπηρετοῦντες τούς ἀνωτέρω μνημονευομένους χώρους.

(12) *Χῶροι μηχανημάτων καί κύρια μαγειρεῖα*

Χῶροι κυρίων μηχανῶν προώσεως (διάφοροι τῶν χώρων ἠλεκτρικῆς προώσεως κινητήρων) καί χῶροι λεβήτων.

Χῶροι βοηθητικῶν μηχανημάτων, διάφοροι τῶν ἐν Κατηγορίαι (10) καί (11) τοιούτων, περιέχοντες μηχανήματα ἐσωτερικῆς καύσεως ἤ ἄλλας μονάδας καταναλισκούσας πετρέλαιον ἤ μονάδας θερμάνσεως ἤ ἀντλήσεως.

Κύρια μαγειρεῖα καί παραρτήματα αὐτῶν.

Ὀχετοί καί περιφράγματα τῶν ἀνωτέρω μνημονευομένων χώρων.

(13) *'Αποθῆκαι, ἐργαστήρια, κυλικεῖα κ.λπ.*

Κύρια κυλικεῖα ἀνεξάρτητα τῶν μαγειρείων.

Κύριον πλυντήριον.

Μεγάλα στεγνωτήρια (καταλαμβάνοντα ἐπιφάνειαν καταστρώματος μεγαλυτέραν τῶν 4 τετραγωνικῶν μέτρων (43 τετραγωνικῶν ποδῶν)).

Διάφοροι ἀποθῆκαι.

Χῶροι ταχυδρομείου καί ἀποσκευῶν.

Χῶροι ἀπορριμμάτων.

'Εργαστήρια (μή ἀποτελοῦντα μέρος τῶν χώρων μηχανημάτων, μαγειρείων κ.λπ.).

(14) *Λοιποί χῶροι εἰς τούς ὁποίους ἐναποθηκεύονται εὔφλεκτα ὑλικά*

Χῶροι λυχνιῶν.

Χῶροι χρωμάτων.

'Αποθῆκαι περιέχουσαι εὔφλεκτα ὑγρά (περιλαμβανομένων τῶν βαφῶν, φαρμάκων κ.λπ.).

'Εργαστήρια (ἐντός τῶν ὁποίων ἐναποθηκεύονται εὔφλεκτα ὑγρά).

(iii) 'Οσάκις, προκειμένου νά καθορισθῇ ἡ ἀνθεκτικότης εἰς τό πῦρ διαφράγματος κειμένου μεταξύ δύο χώρων, παρέχεται τιμή τις, αὕτη θά ἐφαρμόζεται εἰς ὅλας τάς περιπτώσεις.

(iv) 'Η μεγαλυτέρα μεταξύ δύο τιμῶν, παρεχομένων ὑπό τῶν πινάκων θά ἐφαρμόζεται, προκειμένου νά καθορισθῇ ἡ ἐφαρμοστέα τιμή ἀντοχῆς κατά τοῦ πυρός διαφράγματός τινος κειμένου μεταξύ δύο χώρων ἐντός μιᾶς κυρίας κατακορύφου ἤ ὁριζοντίας ζώνης, ἡ ὁποία δέν προστατεύεται ὑπό συστήματος αὐτομάτου ραντισμοῦ πληροῦντος τάς ἀπαιτήσεις τοῦ Κανονισμοῦ 12 τοῦ παρόντος Κεφαλαίου ἤ κειμένου μεταξύ τοιούτων ζωνῶν, οὐδεμία τῶν ὁποίων προστατεύεται κατ' αὐτόν τόν τρόπον.

(v) 'Η μικροτέρα μεταξύ δύο τιμῶν παρεχομένων ὑπό τῶν πινάκων θά ἐφαρμόζεται, προκειμένου νά καθορισθῇ ἡ ἐφαρμοστέα τιμή ἀντοχῆς κατά τοῦ πυρός διαφράγματος τινός κειμένου μεταξύ δύο χώρων ἐντός μιᾶς κυρίας κατακορύφου ἤ ὁριζοντίας ζώνης, ἡ ὁποία προστατεύεται ὑπό συστήματος αὐτομάτου ραντισμοῦ πληροῦντος τάς ἀπαιτήσεις τοῦ Κανονισμοῦ 12 τοῦ παρόντος Κεφαλαίου ἤ κειμένου μεταξύ τοιούτων ζωνῶν, ἀμφότεραι τῶν ὁποίων προστατεύονται κατ' αὐτόν τόν τρόπον. Εἰς ἅς περιπτώσεις μία ζώνη προστατευομένη ὑπό συστήματος ραντισμοῦ συναντᾶ ἑτέραν μή προστατευομένην ἐντός τῶν χώρων ἐνδιαιτήσεως ἤ τῶν ὑπηρετικῶν τοιούτων, ἡ ὑψηλοτέρα τῶν δύο, ὑπό τῶν πινάκων, παρεχομένων τιμῶν θά ἐφαρμόζεται εἰς τό μεταξύ τῶν ζωνῶν τμῆμα.

(vi) "Οπου παρακείμενοι χῶροι εὑρίσκονται ἐντός κατηγορίας τοῦ αὐτοῦ ἀριθμοῦ καί ὑπάρχει εἰς τούς πίνακας ὁ δείκτης 1, διάφραγμά τι ἤ κατάστρωμα κείμενον μεταξύ τῶν τοιούτων χώρων δέν ἀπαιτεῖται νά τοποθετηθῇ ἐάν τοῦτο κριθῇ μή ἀπαραίτητον ὑπό τῆς 'Αρχῆς. 'Επί παραδείγματι, εἰς τήν Κατηγορίαν (12) δέν χρειάζεται ν' ἀπαιτηθῇ διάφραγμα μεταξύ τοῦ μαγειρείου καί τῶν παρακειμένων κυλικείων ὑπό τήν προϋπόθεσιν ὅτι τά διαφράγματα καί καταστρώματα τοῦ κυλικείου θά διατηρήσουν τήν κυρίμαχο ἀντοχή τῶν διαφραγμάτων τοῦ μαγειρείου. Οὐχ' ἧττον ὅμως, διάφραγμα ἀπαιτεῖται μεταξύ μαγειρείου τινός καί τοῦ χώρου μηχανῶν παρά τό γεγονός ὅτι ἀμφότεροι ὁ χῶροι οὗτοι εἶναι τῆς Κατηγορίας (12).

(vii) "Οπου ὑπάρχει εἰς τούς πίνακας ὁ δείκτης 2, δύναται νά ἐπιτρέπεται ἡ μικροτέρα τιμή μονώσεως μόνον ὅταν εἰς τοὐλάχιστον, τῶν παρακειμένων χώρων προστατεύεται ὑπό συστήματος αὐτομάτου ραντισμοῦ πληροῦντος τάς ἀπαιτήσεις τοῦ Κανονισμοῦ 12 τοῦ παρόντος Κεφαλαίου.

(viii) Πέραν τῶν διατάξεων τοῦ Κανονισμοῦ 19 τοῦ παρόντος Κεφαλαίου, δέν ὑπάρχουν εἰδικαί ἀπαιτήσεις διά τό ὑλικόν ἤ τήν ἀντοχήν τῶν διαφραγμάτων εἰς ἅς περιπτώσεις εἰς τούς πίνακας ὑπάρχει μόνον μία παῦλα.

(ix) Καθ' ὅσον ἀφορᾶ τούς χώρους τῆς Κατηγορίας (5), ἡ 'Αρχή θ' ἀποφασίζῃ κατά πόσον θά ἐφαρμόζωνται αἱ τιμαί μονώσεως τοῦ Πίνακος 1 ἤ 2 εἰς τά ἄκρα τῶν ὑπερκατασκευῶν καί ὑπερστεγασμάτων ὡς καί ἐάν αἱ τιμαί μονώσεως τοῦ Πίνακος 3 ἤ 4 θά ἐφαρμόζωνται προκειμένου περί ἐκτεθειμένων εἰς τόν καιρόν καταστρωμάτων. Εἰς οὐδεμίαν περίπτωσιν αἱ ἀπαιτήσεις τῆς Κατηγορίας (5) τῶν Πινάκων 1 ἕως 4 θά ἐπιβάλουν κλείσιμον τῶν χώρων ἐκείνων, οἱ ὁποῖοι, κατά τήν κρίσιν τῆς 'Αρχῆς, δέν χρειάζεται νά εἶναι κλειστοί.

(γ) Δύνανται νά γίνουν ἀποδεκταί συνεχεῖς ἐπενδύσεις ἤ ἐπιστρώσεις Κλάσεως «Β», ἐν σχέσει πρός τά, εἰς ἅ ἀφοροῦν, καταστρώματα καί διαφράγματα, ὡς μετέχουσαι καθ' ὁλοκληρίαν ἤ μερικῶς, εἰς τήν ἀπαιτουμένην μόνωσιν καί ἀντοχήν ἑνός τμήματος.

(δ) 'Η 'Αρχή, κατά τήν ἔγκρισιν τῶν κατασκευαστικῶν λεπτομερειῶν τῆς πυρασφαλείας, θά λαμβάνῃ ὑπ' ὄψιν τόν κίνδυνον ἐκ τῆς μεταδόσεως τῆς θερμότητος εἰς ἐνδιαμέσους τομεῖς καί τελικά σημεῖα τῶν ἀπαιτουμένων θερμικῶν φραγμάτων.

ΠΙΝΑΞ 1 - ΔΙΑΦΡΑΓΜΑΤΑ ΟΡΙΖΟΝΤΑ ΚΥΡΙΑΣ ΚΑΤΑΚΟΡΥΦΟΥΣ ΖΩΝΑΣ Ή ΟΡΙΖΟΝΤΙΟΥΣ ΤΟΙΑΥΤΑΣ

Χῶροι	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
Σταθμοί Ἐλέγχου (1)	A-60	A-30	A-30	A-0	A-0	A-60	A-60	A-60	A-0	A-0	A-60	A-60	A-60	A-60
Κάθοδοι (2)		A-0	A-0	A-0	A-0	A-15 A-0	A-30 A-0	A-60 A-15	A-0	A-0	A-30	A-60	A-15 A-0	A-60
Διάδρομοι (3)			A-0	A-0	A-0	A-0	A-30 A-0	A-30 A-0	A-0	A-0	A-30	A-60	A-15 A-0	A-60
Σταθμοί χειρισμοῦ σωσιβίων λέμβων, σχεδιῶν καί ἐπιβιβάσεως. (4)				—	—	A-0	A-0	A-0	A-0	A-0	A-0	A-60	A-0	A-60
Χῶροι ἀνοικτοί καταστρωμάτων (5)					—	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0
Χῶροι ἐνδιαιτήσεως περιωρισμένου κινδύνου πυρκαϊᾶς. (6)						A-15 A-0	A-30 A-0	A-30 A-0	A-0	A-0	A-15 A-0	A-30	A-15 A-0	A-30
Χῶροι ἐνδιαιτήσεως μέσου κινδύνου πυρκαϊᾶς (7)							A-30 A-0	A-60 A-15	A-0	A-0	A-30 A-0	A-60	A-30 A-0	A-60
Χῶροι ἐνδιαιτήσεως μείζονος κινδύνου πυρκαϊᾶς. (8)								A-60 A-15	A-0	A-0	A-60 A-15	A-60	A-30 A-0	A-60
Ὑγιεινῆς καί παρόμοιοι χῶροι (9)									A-0	A-0	A-0	A-0	A-0	A-0
Χῶροι δεξαμενῶν, χῶροι κενοί καί χῶροι βοηθητικῶν μηχανημάτων περικλείοντες μικρόν ἤ καί καθόλου κίνδυνον πυρκαϊᾶς. (10)										A-0	A-0	A-0	A-0	A-0
Χῶροι βοηθητικῶν μηχανημάτων, χῶροι φορτίου, χῶροι εἰδικῆς κατηγορίας, δεξαμεναί φορτίου καί λοιπῶν καυσίμων καί λοιποί παρόμοιοι χῶροι μέσου κινδύνου πυρκαϊᾶς. (11)											A-0	A-60	A-0	A-60
Χῶροι μηχανημάτων καί κύρια μαγειρεῖα (12)												A-60	A-30 A-15	A-60
Ἀποθῆκαι, ἐργαστήρια, κυλικεῖα κ.λπ. (13)													A-0	A-30
Λοιποί χῶροι εἰς τούς ὁποίους ἐναποθηκεύονται εὔφλεκτα ὑγρά. (14)														A-60

ΠΙΝΑΞ 2 - ΔΙΑΦΡΑΓΜΑΤΑ ΜΗ ΟΡΙΖΟΝΤΑ ΚΥΡΙΑΣ ΚΑΤΑΚΟΡΥΦΟΥΣ ΖΩΝΑΣ ΟΥΔΕ ΟΡΙΖΟΝΤΙΟΥΣ ΤΟΙΑΥΤΑΣ

Χῶροι	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
Σταθμοί ἐλέγχου (1)	B-0[1]	A-0	A-0	A-0	A-0 B-0	A-60	A-60	A-60	A-0	A-0	A-60	A-60	A-60	A-60
Κάθοδοι (2)		A-0[1]	A-0	A-0	A-0	A-0	A-15 A-0	A-30 A-0	A-0	A-0	A-15	A-30	A-15 A-0	A-30
Διάδρομοι (3)			C	A-0	A-0 B-0	B-0	B-15 B-0	B-15 B-0	B-0	A-0	A-15	A-30	A-0	A-30 A-0
Σταθμοί χειρισμοῦ σωσιβίων λέμβων, σχεδιῶν καί ἐπιβιβάσεως. (4)				—	—	A-0	A-0	A-0	A-0	A-0	A-0	A-15	A-0	A-15 A-0
Χῶροι ἀνοικτοί καταστρωμάτων (5)					—	A-0 B-0	A-0 B-0	A-0 B-0	A-0 B-0	A-0	A-0	A-0	A-0 B-0	A-0 B-0
Χῶροι ἐνδιαιτήσεως περιωρισμένου κινδύνου πυρκαϊᾶς. (6)						B-0 C	B-15 C	B-15 C	B-0 C	A-0	A-15 A-0	A-30	A-0	A-30 A-0
Χῶροι ἐνδιαιτήσεως μέσου κινδύνου πυρκαϊᾶς (7)							B-15 C	B-15 C	B-0 C	A-0	A-15 A-0	A-60	A-15 A-0	A-60 A-15
Χῶροι ἐνδιαιτήσεως μείζονος κινδύνου πυρκαϊᾶς. (8)								B-15 C	B-0 C	A-0	A-30 A-0	A-60	A-15 A-0	A-60 A-15
Ὑγιεινῆς καί παρόμοιοι χῶροι. (9)									C	A-0	A-0	A-0	A-0	A-0
Χῶροι δεξαμενῶν, χῶροι, χῶροι κενοί καί χῶροι βοηθητικῶν μηχανημάτων περικλείοντες μικρόν ἤ καί καθόλου κίνδυνον πυρκαϊᾶς. (10)										A-0[1]	A-0	A-0	A-0	A-0
Χῶροι βοηθητικῶν μηχανημάτων, χῶροι φορτίου, χῶροι εἰδικῆς κατηγορίας, δεξαμεναί φορτίου καί λοιπῶν καυσίμων καί λοιποί παρόμοιοι χῶροι μέσου κινδύνου πυρκαϊᾶς. (11)											A-0[1]	A-0	A-0	A-30[2] A-15
Χῶροι μηχανημάτων καί κύρια μαγειρεῖα (12)												A-0	A-0	A-60
Ἀποθῆκαι, ἐργαστήρια, κυλικεῖα κ.λπ. (13)													A-0[1]	A-0
Λοιποί χῶροι εἰς τούς ὁποίους ἐναποθηκεύονται εὔφλεκτα ὑγρά. (14)														A-30[2] A-15

ΠΙΝΑΞ 3 - ΚΑΤΑΣΤΡΩΜΑΤΑ ΔΗΜΙΟΥΡΓΟΥΝΤΑ ΒΑΘΜΙΔΑΣ ΕΙΣ ΤΑΣ ΚΥΡΙΑΣ ΚΑΤΑΚΟΡΥΦΟΥΣ ΖΩΝΑΣ Ή ΟΡΙΖΟΝΤΙΟΥΣ ΤΟΙΑΥΤΑΣ

Χῶρος κάτωθεν ↓ Χῶρος ὑπεράνω →	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
Σταθμοί ἐλέγχου (1)	A-60	A-60	A-30	A-0	A-0	A-15	A-30	A-60	A-0	A-0	A-30	A-60	A-15	A-60
Κάθοδοι (2)	A-15	A-0	A-0	A-0	A-0	A-0	A-15 A-0	A-15 A-0	A-0	A-0	A-0	A-60	A-0	A-60
Διάδρομοι (3)	A-30	A-0	A-0	A-0	A-0	A-0	A-15 A-0	A-15 A-0	A-0	A-0	A-0	A-60	A-0	A-60
Σταθμοί χειρισμοῦ σωσιβίων λέμβων, σχεδιῶν καί ἐπιβιβάσεως. (4)	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0
Χῶροι ἀνοικτοί καταστρωμάτων. (5)	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0
Χῶροι ἐνδιαιτήσεως περιωρισμένου κινδύνου πυρκαϊᾶς. (6)	A-60	A-30 A-0	A-15 A-0	A-0	A-0	A-0	A-15 A-0	A-30 A-0	A-0	A-0	A-15 A-0	A-15	A-0	A-15
Χῶροι ἐνδιαιτήσεως μέσου κινδύνου πυρκαϊᾶς (7)	A-60	A-60 A-15	A-30 A-0	A-15 A-0	A-0	A-15 A-0	A-30 A-0	A-60 A-15	A-0	A-0	A-30 A-0	A-30	A-0	A-30
Χῶροι ἐνδιαιτήσεως μείζονος κινδύνου πυρκαϊᾶς. (8)	A-60	A-60 A-15	A-60 A-15	A-60 A-15	A-0	A-30 A-0	A-60 A-15	A-60 A-15	A-0	A-0	A-30 A-0	A-60	A-15 A-0	A-60
Ὑγιεινῆς καί παρόμοιοι χῶροι (9)	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0
Χῶροι δεξαμενῶν, χῶροι κενοί καί χῶροι βοηθητικῶν μηχανημάτων περικλείοντες μικρόν ἤ καί καθόλου κίνδυνον πυρκαϊᾶς (10)	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0
Χῶροι βοηθητικῶν μηχανημάτων, χῶροι φορτίου, χῶροι εἰδικῆς κατηγορίας, δεξαμεναί φορτίου καί λοιπῶν καυσίμων καί λοιποί παρόμοιοι χῶροι μέσου κινδύνου πυρκαϊᾶς (11)	A-60	A-60	A-60	A-60	A-0	A-30 A-0	A-60 A-15	A-60 A-15	A-0	A-0	A-0	A-30	A-30[2] A-0	A-30
Χῶροι μηχανημάτων καί κύρια μαγειρεῖα (12)	A-60	A-60	A-60	A-60	A-0	A-60	A-60	A-60	A-0	A-0	A-60	A-60	A-60	A-60
Ἀποθῆκαι, ἐργαστήρια, κυλικεῖα κ.λπ. (13)	A-60	A-60 A-15	A-30 A-0	A-15	A-0	A-15 A-0	A-30 A-0	A-60 A-15	A-0	A-0	A-0	A-30	A-0	A-30
Λοιποί χῶροι εἰς τούς ὁποίους ἐναποθηκεύονται εὔφλεκτα ὑγρά (14)	A-60	A-60	A-60	A-60	A-0	A-60	A-60	A-60	A-0	A-0	A-60	A-60	A-60	A-60

ΠΙΝΑΞ 4 - ΚΑΤΑΣΤΡΩΜΑΤΑ ΜΗ ΔΗΜΙΟΥΡΓΟΥΝΤΑ ΒΑΘΜΙΔΑΣ ΕΙΣ ΤΑΣ ΚΥΡΙΑΣ ΚΑΤΑΚΟΡΥΦΟΥΣ ΖΩΝΑΣ ΟΥΔΕ ΟΡΙΖΟΝΤΑ ΟΡΙΖΟΝΤΙΟΥΣ ΤΟΙΑΥΤΑΣ

Χῶρος κάτωθεν ↓ Χῶρος ὑπεράνω →	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
Σταθμοί ἐλέγχου (1)	A-30 A-0	A-30 A-0	A-15 A-0	A-0	A-0 B-0	A-0	A-15 A-0	A-30 A-0	A-0	A-0	A-0	A-60	A-0	A-60 A-15
Κάθοδοι (2)	A-0	A-0	A-0	A-0	A-0 B-0	A-0	A-0	A-0	A-0	A-0	A-0	A-30	A-0	A-30 A-0
Διάδρομοι (3)	A-15 A-0	A-0	A-0[1] B-0[1]	A-0	A-0 B-0	A-0 B-0	A-15 B-0	A-15 B-0	A-0 B-0	A-0	A-0	A-30	A-0	A-30 A-0
Σταθμοί χειρισμοῦ σωσιβίων λέμβων, σχεδιῶν καί ἐπιβιβάσεως (4)	A-0	A-0	A-0	A-0	—	A-0 B-0	A-0 B-0	A-0 B-0	A-0 B-0	A-0	A-0	A-0	A-0	A-0
Χῶροι ἀνοικτοί καταστρωμάτων (5)	A-0	A-0	A-0 B-0	A-0	—	A-0 B-0	A-0 B-0	A-0 B-0	A-0 B-0	A-0	A-0	A-0	A-0 B-0	A-0
Χῶροι ἐνδιαιτήσεως περιωρισμένου κινδύνου πυρκαϊᾶς (6)	A-60	A-15 A-0	A-0	A-0	A-0 B-0	A-0 B-0	A-0 B-0	A-0 B-0	A-0 B-0	A-0	A-0	A-15 A-0	A-0	A-15 A-0
Χῶροι ἐνδιαιτήσεως μέσου κινδύνου πυρκαϊᾶς (7)	A-60	A-30 A-0	A-15 A-0	A-15 A-0	A-0 B-0	A-0 B-0	A-15 B-0	A-30 B-0	A-0 B-0	A-0	A-15 A-0	A-30 A-0	A-0	A-30 A-0
Χῶροι ἐνδιαιτήσεως μείζονος κινδύνου πυρκαϊᾶς (8)	A-60	A-60 A-15	A-60 A-0	A-30 A-0	A-0 B-0	A-15 B-0	A-30 B-0	A-60 B-0	A-0 B-0	A-0	A-30 A-0	A-30 A-0	A-0	A-30 A-0
Ὑγιεινῆς καί παρόμοιοι χῶροι (9)	A-0	A-0	A-0 B-0	A-0	A-0 B-0	A-0 B-0	A-0 B-0	A-0 B-0	A-0 B-0	A-0	A-0	A-0	A-0	A-0
Χῶροι δεξαμενῶν, χῶροι κενοί καί χῶροι βοηθητικῶν μηχανημάτων περικλείοντες μικρόν ἤ καί καθόλου κίνδυνον πυρκαϊᾶς (10)	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0[1]	A-0	A-0	A-0	A-0
Χῶροι βοηθητικῶν μηχανημάτων, χῶροι φορτίου, χῶροι εἰδικῆς κατηγορίας, δεξαμεναί φορτίου καί λοιπῶν καυσίμων καί λοιποί παρόμοιοι χῶροι μέσου κινδύνου πυρκαϊᾶς (11)	A-60	A-60 A-15	A-60 A-15	A-30 A-0	A-0	A-0	A-15 A-0	A-30 A-0	A-0	A-0	A-0[1]	A-0	A-0	A-30[2] A-15
Χῶροι μηχανημάτων καί κύρια μαγειρεῖα (12)	A-60	A-60	A-60	A-60	A-0	A-60	A-60	A-60	A-0	A-0	A-30	A-30[1]	A-0	A-60
Ἀποθῆκαι, ἐργαστήρια, κυλικεῖα κ.λπ. (13)	A-60	A-30 A-0	A-15 A-0	A-15 A-0	A-0 B-0	A-15 A-0	A-30 A-0	A-30 A-0	A-0 B-0	A-0	A-0	A-0	A-0	A-15[2] A-0
Λοιποί χῶροι εἰς τούς ὁποίους ἐναποθηκεύονται εὔφλεκτα ὑγρά (14)	A-60	A-60 A-30	A-60 A-30	A-60	A-0	A-30 A-0	A-60 A-15	A-60 A-15	A-0	A-0	A-30[2] A-0	A-30[2] A-0	A-0	A-30[2] A-0

Κανονισμός 21

Μέσα Διαφυγῆς

(α) Ἐντός καί ἐξ ὅλων τῶν χώρων ἐνδιαιτήσεως ἐπιβατῶν καί πληρώματος ὡς καί τῶν χώρων εἰς τούς ὁποίους συνήθως ἀπασχολεῖται τό πλήρωμα, ἐξαιρέσει τῶν χώρων μηχανῶν, θά προβλέπωνται κλίμακες ἀνόδου καί καθόδου καί κατακόρυφοι κλίμακες, εἰς τρόπον ὥστε νά ὑπάρχουν μέσα ἀμέσου διαφυγῆς πρός τό κατάστρωμα ἐπιβιβάσεως ἐπί τῶν σωσιβίων λέμβων καί σχεδιῶν. Ἰδιαιτέρως θά ὑπάρχῃ συμμόρφωσις πρός τάς ἀκολούθους διατάξεις:

(ι) Δύο μέσα διαφυγῆς, τό ἕν τοὐλάχιστον τῶν ὁποίων θά εἶναι ἐλεύθερον ὑδατοστεγῶν θυρῶν, θά προβλέπωνται ἐξ ἑκάστου ὑδατοστεγοῦς διαμερίσματος ἤ ὁμοίως περιωρισμένου χώρου ἤ συγκροτήματος χώρων κάτωθεν τοῦ καταστρώματος στεγανῶν. Κατ' ἐξαίρεσιν, δύναται ἡ Ἀρχή νά ἐπιτρέψῃ νά ὑπάρχῃ ἕν μόνον μέσον διαφυγῆς, μετ' ἐξέτασιν μετά τῆς δεούσης προσοχῆς τῆς φύσεως καί τοποθεσίας τῶν χώρων ὡς καί τοῦ ἀριθμοῦ τῶν ἀτόμων, τά ὁποῖα, ὑπό συνήθεις συνθήκας, θά ἠδύναντο νά ἐνδιαιτηθῶσιν ἤ ἀπασχοληθῶσιν ἐντός τῶν χώρων τούτων.

(ιι) Ὑπεράνω τοῦ καταστρώματος στεγανῶν, θά ὑπάρχουν δύο, τοὐλάχιστον μέσα διαφυγῆς ἐξ ἑκάστης κυρίας κατακορύφου ζώνης ἤ ὁμοίως περιωρισμένου χώρου ἤ συγκροτήματος χώρων, ἐξ ὧν τοὐλάχιστον εἰς θά σχηματίζῃ διέξοδον πρός κλίμακα δημιουργοῦσαν κατακόρυφον διαφυγήν.

(ιιι) Ἕνα, τοὐλάχιστον, τῶν, ὑπό τῶν ἐδαφίων (α)(ι) καί (ιι) τοῦ παρόντος Κανονισμοῦ, ἀπαιτουμένων μέσων διαφυγῆς θά εἶναι διά μέσου μιᾶς ἀμέσως προσιτῆς περιφραγμένης κλίμακος, ἡ ὁποία θά ἐξασφαλίζῃ συνεχῆ προστασίαν κατά τοῦ πυρός ἀπό τοῦ ἐπιπέδου τῆς ἐκδηλώσεώς του μέχρι τῶν ἀντιστοίχων καταστρωμάτων ἐπιβιβάσεως ἐπί τῶν σωσιβίων λέμβων καί σχεδιῶν ἤ μέχρι τοῦ ὑψηλοτέρου ἐπιπέδου, ὅπερ ἐξυπηρετεῖται ὑπό τῆς κλίμακος, ὁποιονδήποτε τῶν ἐπιπέδων τούτων εἶναι τό ὑψηλότερον. Ἐν πάσῃ περιπτώσει, ὅπου ἡ Ἀρχή ἔχει χορηγήσει ἀπαλλαγήν συμφώνως πρός τάς διατάξεις τοῦ ἐδαφίου (α)(ι) τοῦ παρόντος Κανονισμοῦ, τό μόνον ὑπάρχον μέσον διαφυγῆς θά ἐξασφαλίζῃ ἀσφαλῆ διαφυγήν κατά τρόπον ἱκανοποιοῦντα τήν Ἀρχήν. Τό πλάτος, ὁ ἀριθμός καί ἡ συνέχισις τῶν κλιμάκων θά τυγχάνουν τῆς ἐγκρίσεως τῆς Ἀρχῆς.

(ιν) Ἡ προστασία τῆς ἐξόδου ἀπό τά περιφράγματα τῆς κλίμακος πρός τάς περιοχάς ἐπιβιβάσεως ἐπί τῶν σωσιβίων λέμβων καί σχεδιῶν θά ἱκανοποιῇ τάς ἀπαιτήσεις τῆς Ἀρχῆς.

(ν) Οἱ ἀνελκυστῆρες δέν θά θεωρῶνται ὡς ἀποτελοῦντες ἕν τῶν ἀπαιτουμένων μέσων διαφυγῆς.

(νι) Κλίμακες, ἐξυπηρετοῦσαι μόνον ἕνα χῶρον καί ἕναν ἐξώστην τοῦ χώρου τούτου, δέν θά θεωρῶνται ὡς ἀποτελοῦσαι ἕν τῶν ἀπαιτουμένων μέσων διαφυγῆς.

(νιι) Ἐάν σταθμός τις ραδιοτηλεγραφίας δέν ἔχῃ κατ' εὐθεῖαν ἔξοδον πρός κατάστρωμα ἐκτεθειμένον εἰς τόν καιρόν, θά ὑπάρχουν δύο μέσα διαφυγῆς ἐξ ἑκάστου τοιούτου σταθμοῦ.

(νιιι) Δέν θά ἐπιτρέπωνται ἀδιέξοδοι διάδρομοι ὑπερβαίνοντες τά 13 μέτρα (43 πόδας).

(β) (ι) Εἰς χώρους εἰδικῆς κατηγορίας ὁ ἀριθμός καί ἡ διάταξις τῶν μέσων διαφυγῆς καί κάτωθεν καί ἄνωθεν τοῦ καταστρώματος στεγανῶν, θά ἱκανοποιῇ τάς ἀπαιτήσεις τῆς Ἀρχῆς καί γενικῶς ἡ ἀσφάλεια ἐξόδου τινος εἰς τό κατάστρωμα ἐπιβιβάσεως θά εἶναι, τοὐλάχιστον, ἰσοδύναμος πρός ἐκείνην δι' ἥν προβλέπουν τά ἐδάφια (α)(ι), (ιι), (ιιι), (ιν) καί (ν) τοῦ παρόντος Κανονισμοῦ.

(ιι) Μία τῶν ὁδῶν διαφυγῆς ἀπό τούς χώρους μηχανῶν, ἐντός τῶν ὁποίων ἀπασχολεῖται συνήθως τό πλήρωμα, θ' ἀποφεύγῃ τήν κατ' εὐθεῖαν ἔξοδον πρός οἱονδήποτε τῶν χώρων εἰδικῆς κατηγορίας.

(γ) Δύο μέσα διαφυγῆς θά προβλέπωνται ἐξ ἑκάστου χώρου μηχανῶν. Ἰδιαιτέρως θά ὑπάρχῃ συμμόρφωσις πρός τάς ἀκολούθους διατάξεις:

(ι) Ὅπου ὁ χῶρος κεῖται κάτωθεν τοῦ καταστρώματος στεγανῶν, τά δύο μέσα διαφυγῆς θά συνίστανται εἴτε:

(1) Ἐκ δύο σωμάτων χαλυβδίνων κλιμάκων, κεχωρισμένων ἀλλήλων κατά τό δυνατόν περισσότερον, ἀγουσῶν εἰς θύρας ἐπί τοῦ ἀνωτάτου μέρους παρομοίως κεχωρισμένου χώρου καί ἐκ τοῦ ὁποίου προβλέπεται ἔξοδος πρός τά ἀντίστοιχα καταστρώματα ἐπιβιβάσεως ἐπί τῶν σωσιβίων λέμβων καί σχεδιῶν. Μία τῶν κλιμάκων τούτων θά ἐξασφαλίζῃ συνεχῆ προστασίαν κατά τοῦ πυρός ἀπό τό κατώτερον τμῆμα τοῦ χώρου μέχρις ἀσφαλοῦς τινός θέσεως ἐκτός τοῦ χώρου, εἴτε:

(2) Ἐκ μιᾶς χαλυβδίνης κλίμακος ἀγούσης εἰς θύραν ἐπί τοῦ ἀνωτάτου μέρους τοῦ χώρου, ἐκ τοῦ ὁποίου προβλέπεται ἔξοδος πρός τό κατάστρωμα ἐπιβιβάσεως καί ἐκ μιᾶς χαλυβδίνης θύρας καταλλήλου πρός χειρισμόν ἐξ ἀμφοτέρων τῶν πλευρῶν της καί ἡ ὁποία θά ἐξασφαλίζῃ ἀσφαλῆ ὁδόν διαφυγῆς πρός τό κατάστρωμα ἐπιβιβάσεως.

(ιι) Ὅπου ὁ χῶρος κεῖται ἄνωθεν τοῦ καταστρώματος στεγανῶν, δύο μέσα διαφυγῆς θά εὑρίσκωνται κεχωρισμένα ἀλλήλων κατά τό δυνατόν περισσότερον καί αἱ θῦραι ἄγουσαι ἐκ τοιούτων μέσων διαφυγῆς θά κεῖνται εἰς θέσεις ἐκ τῶν ὁποίων θά προβλέπεται ἔξοδος πρός τ' ἀντίστοιχα καταστρώματα ἐπιβιβάσεως ἐπί τῶν σωσιβίων λέμβων καί σχεδιῶν. Ὅπου τοιαῦται διαφυγαί ἀπαιτοῦν τήν χρῆσιν κλιμάκων, αὗται θά εἶναι ἐκ χάλυβος.

Εἰς πλοῖον μικρότερον τῶν 1000 κ.ο.χ., ἡ Ἀρχή δύναται νά ἐπιτρέψῃ νά ὑπάρχῃ ἕν μόνον μέσον διαφυγῆς, μετ' ἐξέτασιν μετά τῆς δεούσης προσοχῆς τοῦ πλάτους καί τῆς διατάξεως τοῦ ἀνωτάτου μέρους τοῦ χώρου. Εἰς πλοῖον 1000 κ.ο.χ. καί ἄνω, ἡ Ἀρχή δύναται νά ἐπιτρέψῃ νά ὑπάρχῃ ἕν μόνον μέσον διαφυγῆς ἐξ οἱουδήποτε τοιούτου χώρου ἐφ' ὅσον εἴτε διά μιᾶς θύρας εἴτε διά μιᾶς χαλυβδίνης κλίμακος παρέχεται ἀσφαλής ὁδός διαφυγῆς πρός τό κατάστρωμα ἐπιβιβάσεως, μετ' ἐξέτασιν, μετά τῆς δεούσης προσοχῆς, τῆς φύσεως καί θέσεως τοῦ χώρου ὡς καί ἐάν ἄτομα ἀπασχολοῦνται συνήθως ἐντός τοῦ χώρου τούτου.

Κανονισμός 22

Προστασία Κλιμάκων καί Ἀνελκυστήρων ἐντός χώρων ἐνδιαιτήσεως καί ὑπηρετικῶν τοιούτων

(α) Ἅπασαι αἱ κλίμακες θά ἔχουν κατασκευήν χαλυβδίνου σκελετοῦ, ἐκτός τῶν περιπτώσεων δι' ἅς ἡ Ἀρχή ἐγκρίνει τήν χρῆσιν ἑτέρου ἰσοδυνάμου ὑλικοῦ καί θά **κεῖνται ἐντός περιφραγμάτων σχηματιζομένων ἀπό τμήματα «Α» Κλάσεως μέ ἱκανοποιητικά μέσα κλεισίματος ὅλων τῶν ἀνοιγμάτων, πλήν τοῦ ὅτι:**

(ι) Κλίμαξ συνδέουσα μόνον δύο καταστρώματα δέν χρειάζεται νά εἶναι περιφραγμένη ἐφ' ὅσον ἡ ἀκεραιότης τοῦ καταστρώματος ἐξασφαλίζεται διά καταλλήλων διαφραγμάτων ἤ θυρῶν εὑρισκομένων εἰς τόν μεταξύ τῶν καταστρωμάτων χῶρον. Ὅπου κλίμαξ τις, εἰς τόν μεταξύ τῶν καταστρωμάτων χῶρον εἶναι περιφραγμένη, τό περίφραγμα τῆς κλίμακος θά προστατεύεται συμφώνως πρός τούς ἀφορῶντας εἰς καταστρώματα πίνακας τοῦ Κανονισμοῦ 20 τοῦ παρόντος Κεφαλαίου.

(ιι) Κλίμακες δύνανται νά μή εἶναι περιφραγμέναι ἐντός κοινοχρήστου χώρου, ἐφ' ὅσον κεῖνται καθ' ὁλοκληρίαν ἐντός τοιούτου κοινοχρήστου χώρου.

(β) **Τά περιφράγματα τῶν κλιμάκων θά ἔχουν κατ' εὐθεῖαν ἐπικοινωνίαν μετά** τῶν διαδρόμων καί ἐπιφάνειαν ἐπαρκῆ πρός ἀποφυγήν συμφορήσεως, λαμβανομένου ὑπ' ὄψιν τοῦ ἀριθμοῦ τῶν ἀτόμων τά ὁποῖα θά ἠδύναντο ἐν ἀνάγκῃ, νά χρησιμοποιήσουν **ταύτας. Καθ' ὅσον εἶναι πρακτικόν, τά περιφράγματα τῶν κλιμάκων δέν θά ἔχουν κατ' εὐθεῖαν διέξοδον πρός θαλαμίσκους, ἑρμάρια ὑπηρεσίας ἤ λοιπούς κλειστούς χώρους περιέχοντας εὔφλεκτα, ἐντός τῶν ὁποίων δύναται νά ἐκραγῇ πυρκαϊά.**

(γ) Οἱ ὀχετοί ἀνελκυστήρων θά εἶναι οὕτω πως ἐνισχυμένοι ὥστε νά ἐμποδίζουν τήν δίοδον καπνοῦ καί φλογῶν ἀπό ἐνδιάμεσον κατάστρωμα εἰς ἕτερον τοιοῦτον καί θά διαθέτουν μέσα κλεισίματος τοιαῦτα, ὥστε νά ἐπιτρέπουν τόν ἔλεγχον ρευμάτων ἀέρος καί καπνοῦ.

Κανονισμός 23

'Ανοίγματα εἰς τμήματα «Α» Κλάσεως

(α) Ὅπου τά τμήματα «Α» Κλάσεως διαπερῶνται διά τήν δίοδον ἠλεκτρικῶν καλωδίων, σωλήνων, ὀχετῶν, ἀγωγῶν κ.λπ., διά σταυμίδας, ζυγά ἤ λοιπάς κατασκευάς, θά προβλέπωνται διατάξεις ἐξασφαλίζουσαι ὅτι δέν θίγεται ἡ κατά τοῦ πυρός ἀντοχή, συμφώνως πρός τάς ἀπαιτήσεις τῆς παραγράφου (ζ) τοῦ παρόντος Κανονισμοῦ.

(β) Ὅπου κατ' ἀνάγκην, ἀγωγός τις ἀερισμοῦ διέρχεται διά μέσου τοῦ διαφράγματος κυρίας κατακορύφου ζώνης, εἰς παρακειμένην τοῦ διαφράγματος θέσιν θά τοποθε**τῆται φράκτης πυρός ἀσφαλοῦς ἔναντι βλάβης καί αὐτομάτως κλειομένου τύπου. Ὁ φράκτης οὗτος θά δύναται ἐπίσης νά κλείνῃ διά τῆς χειρός ἐξ ἑκάστης πλευρᾶς τοῦ διαφράγματος. Ἡ θέσις χειρισμοῦ θά εἶναι ἀμέσως προσιτή καί θά σημειοῦται δι' ἐρυθροῦ ἀνακλαστικοῦ τοῦ φωτός χρώματος. Ὁ μεταξύ τοῦ διαφράγματος καί τοῦ φράκτου ἀγωγός θά εἶναι ἐκ χάλυβος ἤ ἑτέρου ἰσοδυνάμου ὑλικοῦ καί ἐφ' ὅσον ἀπαιτεῖται, θά ἔχῃ βαθμόν μονώσεως τοιοῦτον, ὥστε νά συμμορφοῦται πρός τήν παράγραφον (α) τοῦ παρόντος Κανονισμοῦ. Ὁ φράκτης θά ἐξοπλίζεται, τουλάχιστον εἰς τήν μίαν πλευράν τοῦ διαφράγματος δι' ὁρατοῦ ἐνδείκτου σημειοῦντος ἐάν οὗτος εὑρίσκεται εἰς τήν ἀνοικτήν θέσιν.**

(γ) Ἐξαιρέσει τῶν στομίων κυτῶν τῶν εὑρισκομένων μεταξύ χώρων φορτίου, εἰδικῆς κατηγορίας, ἀποθηκευτικῶν καί χώρων ἀποσκευῶν καί μεταξύ τοιούτων χώρων καί τῶν καταστρωμάτων τῶν ἐκτεθειμένων εἰς τόν καιρόν, πάντα τά ἀνοίγματα θά φέρουν μονίμως προσηρμοσμένα μέσα κλεισίματος, τά ὁποῖα θά εἶναι τοὐλάχιστον τόσον ἀνθεκτικά τοῦ πυρός ὅσον καί τά τμήματα, ἐφ' ὧν εἶναι τοποθετημένα.

(δ) Ἡ κατασκευή ἁπασῶν τῶν θυρῶν καί τῶν πλαισίων τῶν θυρῶν τῶν τμημάτων «Α» Κλάσεως, ὁμοῦ μετά τῶν μέσων ἀσφαλείας αὐτῶν ὅταν κλείουν, θά ἐξασφαλίζῃ ἀντοχήν εἰς τό πῦρ ὡς καί εἰς τήν δίοδον καπνοῦ καί φλογῶν, καθ' ὅσον τοῦτο εἶναι πρακτικῶς δυνατόν, ἰσοδύναμον πρός ἐκείνην τῶν διαφραγμάτων, ἐφ' ὧν αἱ θῦραι αὗται εἶναι προσηρμοσμέναι. Τοιαῦται θῦραι καί πλαίσια θυρῶν θά κατασκευάζωνται ἐκ χάλυβος ἤ ἑτέρου ἰσοδυνάμου ὑλικοῦ. Ὑδατοστεγεῖς θῦραι δέν χρειάζεται νά φέρουν μόνωσιν.

(ε) Ἑκάστη θύρα θά δύναται ν' ἀνοίγῃ καί νά κλείνῃ ἐξ ἑκάστης πλευρᾶς τοῦ διαφράγματος ὑφ' ἑνός μόνον προσώπου.

(στ) **Αἱ θῦραι πυρκαϊᾶς τῶν διαφραγμάτων τῶν κυρίων κατακορύφων ζωνῶν καί τῶν περιφραγμάτων τῶν κλιμάκων πλήν τῶν μηχανοκινήτων ὑδατοστεγῶν θυρῶν καί ἐκείνων αἵτινες εἶναι συνήθως κλειδωμέναι, θά εἶναι αὐτοκλειομένου τύπου ἱκαναί νά κλείουσι μέ κλίσιν 3½° μοιρῶν πρός τήν ἀντίθετον τοῦ κλεισίματος πλευράν. Ἡ ταχύτης κλεισίματος, ἄν εἶναι ἀναγκαῖον θά ἐλέγχεται ὥστε νά ἀποφεύγεται κίνδυνος διά τό προσωπικόν. Ὅλαι αἱ θῦραι ἐκτός αὐτῶν αἱ ὁποῖαι εἶναι συνήθως κλεισταί θά δύνανται νά ἀπελευθερώνωνται ἀπό ἕνα σταθμόν ἐλέγχου, εἴτε ταυτοχρόνως, εἴτε καθ' ὁμάδας, καθώς ἐπίσης καί μεμονωμένως ἀπό θέσιν πλησίον τῆς θύρας.**

Ὁ μηχανισμός ἀπελευθερώσεως θά εἶναι οὕτω πως ἐσχεδιασμένος ὥστε νά δύναται ἡ θύρα νά κλείῃ αὐτομάτως ἐν ἧ περιπτώσει τό σύστημα ἐλέγχου ὑποστῇ βλάβην. Ἐν τούτοις, ἐγκεκριμέναι ὑδατοστεγεῖς μηχανοκίνητοι θῦραι θά θεωρῶνται ὡς παραδεκταί διά τόν σκοπόν τοῦτον.

Συγκρατητικά ἄγκιστρα, μή ὑποκείμενα εἰς ἀπελευθέρωσιν ἀπό τόν σταθμόν ἐλέγχου, δέν θά ἐπιτρέπωνται. Ὅταν ἐπιτρέπωνται διπλαῖ περιστρεφόμεναι θῦραι, αὗται θά ἔ**χουν διάταξιν μανδάλου, ἡ ὁποία θά ἐνεργοποιεῖται αὐτομάτως ἀπό τήν λειτουργίαν τοῦ συστήματος ἀπελευθερώσεως τῆς θύρας.**

(ζ) Ὅπου χῶρος τις προστατεύεται ὑπό συστήματος αὐτομάτου ραντισμοῦ πληροῦντος τάς ἀπαιτήσεις τοῦ Κανονισμοῦ 12 τοῦ παρόντος Κεφαλαίου ἤ φέρει συνεχῆ ἐπένδυσιν «Β» Κλάσεως, ἀνοίγματα εἰς καταστρώματα μή δημιουργοῦντα βαθμίδας εἰς τάς κυρίας κατακορύφους ζώνας οὐδέ ὁριζοντίας τοιαύτας, θά κλείουν κατά τρόπον λογικῶς στεγανόν. Τά τοιαῦτα καταστρώματα θά πληροῦν τάς ἀπαιτήσεις ἀντοχῆς «Α» Κλάσεως καθ' ὅσον τοῦτο, κατά τήν κρίσιν τῆς Ἀρχῆς εἶναι λογικόν καί πρακτικόν.

(η) Αἱ περί ἀντοχῆς «Α» Κλάσεως ἀπαιτήσεις τῶν ἐξωτερικῶν ὁρίων πλοίου τινός **δέν θά ἐφαρμόζωνται εἰς τάς ὑαλίνας ὑποδιαιρέσεις, τά παράθυρα καί παραφωτίδας.** Ὁμοίως αἱ περί ἀντοχῆς «Α» Κλάσεως ἀπαιτήσεις δέν θά ἐφαρμόζωνται εἰς τάς ἐξωτερικάς θύρας τῶν ὑπερκατασκευῶν καί ὑπερστεγασμάτων.

Κανονισμός 24

'Ανοίγματα εἰς τμήματα «Β» Κλάσεως

(α) Ὅπου τά τμήματα «Β» Κλάσεως διαπερῶνται διά τήν δίοδον ἠλεκτρικῶν καλωδίων, σωλήνων, ὀχετῶν, ἀγωγῶν κ.λπ., ἤ διά τήν τοποθέτησιν ἀκραίων ἐξαρτημάτων ἀερισμοῦ, ἐγκαταστάσεων φωτισμοῦ καί παρομοίων συσκευῶν, θά προβλέπωνται διατάξεις ἐξασφαλίζουσαι ὅτι δέν θίγεται ἡ κατά τοῦ πυρός ἀντοχή.

(β) Θῦραι καί πλαίσια θυρῶν τῶν τμημάτων «Β» Κλάσεως, ὡς καί τά μέσα ἀσφαλείας αὐτῶν, θά ἔχουν μέθοδον κλεισίματος, ἡ ὁποία θά ἐξασφαλίζῃ ἀντοχήν κατά τοῦ πυρός, καθ' ὅσον τοῦτο εἶναι πρακτικόν, ἰσοδύναμον πρός τά τμήματα ἐξαιρέσει τῶν ἀνοιγμάτων ἀερισμοῦ, τά ὁποῖα δυνατόν νά ἐπιτρέπωνται εἰς τό κατώτερον τμῆμα τοιούτων θυρῶν. Ὅπου τοιοῦτον ἄνοιγμα εὑρίσκεται ἐπί τῆς θύρας ἤ κάτωθεν αὐτῆς, ἡ ὁλική καθαρά ἐπιφάνεια οἱουδήποτε τοιούτου ἀνοίγματος ἤ ἀνοιγμάτων δέν θά ὑπερβαίνῃ τά 0,05 τετραγωνικά μέτρα (78 τετραγωνικούς δακτύλους). Ὅπου τοιοῦτον ἄνοιγμα κόπτεται ἐπί τῆς θύρας, θά ἐνισχύεται διά πλέγματος ἐξ ἀκαύστου ὑλικοῦ. Αἱ θῦραι θά εἶναι ἄκαυστοι.

(γ) Αἱ περί ἀντοχῆς «Β» Κλάσεως ἀπαιτήσεις τῶν ἐξωτερικῶν ὁρίων πλοίου τινός δέν θά ἐφαρμόζωνται εἰς τάς ὑαλίνας ὑποδιαιρέσεις, τά παράθυρα καί τάς παραφωτίδας. Ὁμοίως αἱ περί ἀντοχῆς «Β» Κλάσεως ἀπαιτήσεις δέν θά ἐφαρμόζωνται εἰς τάς ἐξωτερικάς θύρας τῶν ὑπερκατασκευῶν καί ὑπερστεγασμάτων.

(δ) Ὅπου σύστημα αὐτομάτου ραντισμοῦ, πληροῦντος τάς ἀπαιτήσεις τοῦ Κανονισμοῦ 12 τοῦ παρόντος Κεφαλαίου, εἶναι τοποθετημένον:

(ι) Ἀνοίγματα εἰς καταστρώματα μή δημιουργοῦντα βαθμίδας εἰς τάς κυρίας κατακορύφους ζώνας οὐδέ ὁρίζοντα ὁριζοντίας τοιαύτας θά κλείουν κατά τρόπον λογικῶς στεγανόν. Τά τοιαῦτα καταστρώματα θά πληροῦν τάς ἀπαιτήσεις ἀντοχῆς «Β» Κλάσεως καθ' ὅσον τοῦτο, κατά τήν κρίσιν τῆς Ἀρχῆς, εἶναι λογικόν καί πρακτικόν, καί

(ιι) Ἀνοίγματα εἰς διαφράγματα διαδρόμων, ἐξ ὑλικῶν «Β» Κλάσεως κατεσκευασμένα, θά προστατεύωνται συμφώνως πρός τάς διατάξεις τοῦ Κανονισμοῦ 19 τοῦ παρόντος Κεφαλαίου.

Κανονισμός 25

Συστήματα Ἀερισμοῦ

(α) Γενικῶς, οἱ ἀνεμιστῆρες θά εἶναι οὕτω πως διατεθειμένοι ὥστε οἱ καταλήγοντες εἰς διαφόρους χώρους ἀγωγοί νά κεῖνται ἐντός τῆς κυρίας κατακορύφου ζώνης.

(β) Ὅπου τὰ συστήματα ἀερισμοῦ διαπερῶσι καταστρώματα, θὰ λαμβάνωνται προφυλάξεις, ἐπὶ πλέον τῶν ἀφορωσῶν εἰς τὴν ἀντοχὴν κατὰ τοῦ πυρὸς τοῦ καταστρώματος τὴν ἀπαιτουμένην ὑπὸ τοῦ Κανονισμοῦ 23 τοῦ παρόντος Κεφαλαίου, πρὸς τὸν σκοπὸν μειώσεως τῆς πιθανότητος διόδου καπνοῦ καὶ θερμῶν ἀερίων ἐκ τοῦ χώρου ἐνδιαμέσου τινὸς καταστρώματος εἰς ἕτερον μέσῳ τοῦ συστήματος. Ἐπὶ πλέον τῶν περὶ μονώσεως ἀπαιτήσεων τῶν συμπεριλαμβανομένων εἰς τὸν παρόντα Κανονισμὸν οἱ κατακόρυφοι ἀγωγοὶ θὰ μονοῦνται, ἐὰν εἶναι ἀναγκαῖον, ὡς ἀπαιτεῖται ὑπὸ τῶν ἀντιστοίχων πινάκων τοῦ Κανονισμοῦ 20 τοῦ παρόντος Κεφαλαίου.

(γ) Αἱ κύριαι εἴσοδοι καὶ ἔξοδοι ὅλων τῶν συστημάτων ἀερισμοῦ θὰ δύνανται νὰ κλείουν ἐκ σημείου κειμένου ἐκτὸς τοῦ ἀεριζομένου χώρου.

(δ) Ἐξαιρέσει τῶν χώρων φορτίου, οἱ ἀγωγοὶ ἀερισμοῦ θὰ κατασκευάζωνται ἐκ τῶν κάτωθι ὑλικῶν:

(ι) Ἀγωγοὶ ἔχοντες διατομὴν οὐχὶ μικροτέραν τῶν 750 τετραγωνικῶν ἑκατοστομέτρων (116 τετραγωνικῶν δακτύλων) ὡς καὶ ἅπαντες οἱ κατακόρυφοι ἀγωγοὶ οἱ ἐξυπηρετοῦντες πλείονας τοῦ ἑνὸς μεταξὺ καταστρωμάτων χώρους, θὰ κατασκευάζωνται ἐκ χάλυβος ἢ ἑτέρου ἰσοδυνάμου ὑλικοῦ.

(ιι) Ἀγωγοὶ ἔχοντες διατομὴν μικροτέραν τῶν 750 τετραγωνικῶν ἑκατοστομέτρων (116 τετραγωνικῶν δακτύλων) θὰ κατασκευάζωνται ἐξ ἀκαύστων ὑλικῶν. Ὅπου τοιοῦτοι ἀγωγοὶ διαπεροῦν τμήματα «Α» ἢ «Β» Κλάσεως, ἰδιαιτέρα προσοχὴ θ' ἀπαιτῆται πρὸς ἐξασφάλισιν τῆς κατὰ τοῦ πυρὸς ἀντοχῆς τοῦ τμήματος.

(ιιι) Βραχέα τμήματα ἀγωγοῦ, μὴ ὑπερβαίνοντα γενικῶς τὰ 200 τετραγωνικὰ ἑκατοστόμετρα (31 τετραγωνικοὺς δακτύλους) εἰς διατομὴν μηδὲ τὰ 2 μέτρα (79 δακτύλους) εἰς μῆκος, δὲν χρειάζεται νὰ εἶναι ἄκαυστα, προϋποτιθεμένης τῆς ἐφαρμογῆς ἁπάντων τῶν κάτωθι ὅρων:

(1) Ὁ ἀγωγὸς θὰ εἶναι κατεσκευασμένος ἐξ ὑλικοῦ περιωρισμένου κινδύνου πυρκαϊᾶς, ἱκανοποιοῦντος τὴν Ἀρχήν.

(2) Ὁ ἀγωγὸς θὰ χρησιμοποιῆται μόνον εἰς τὸ τελικὸν σημεῖον τοῦ συστήματος ἀερισμοῦ, καὶ

(3) Ὁ ἀγωγὸς δὲν θὰ εἶναι τοποθετημένος πλησιέστερον τῶν 60 ἑκατοστομέτρων (24 δακτύλων), μετρουμένων κατὰ τὸ μῆκος του, ἀπὸ διαπέρασιν τινὰ τῶν τμημάτων «Α» ἢ «Β» Κλάσεως, περιλαμβανομένων τῶν συνεχῶν ὀροφῶν «Β» Κλάσεως.

(ε) Ὅπου χῶρος περιφραγμένης κλίμακος ἀερίζεται, ὁ ἀγωγὸς ἢ οἱ ἀγωγοὶ (ἐὰν ὑπάρχουν) θὰ καταλήγουν εἰς τὸν χῶρον τοῦτον ἀπὸ τὸ διαμέρισμα τοῦ ἀνεμιστῆρος ἀνεξαρτήτως ἄλλων ἀγωγῶν τοῦ συστήματος ἀερισμοῦ καὶ δὲν θὰ ἐξυπηρετοῦν ἄλλον τινὰ χῶρον.

(στ) Ἅπας ὁ τεχνητὸς ἀερισμός, πλὴν τοῦ ἀερισμοῦ τῶν χώρων μηχανῶν καὶ φορτίου καὶ παντὸς ἐναλλακτικοῦ συστήματος ὅπερ δυνατὸν ν' ἀπαιτῆται συμφώνως πρὸς τὴν παράγραφον (η) τοῦ παρόντος Κανονισμοῦ, θὰ ἐξοπλίζεται διὰ διατάξεων ἐλέγχου, οὕτω πως διανεμημένων ὥστε νὰ δύνανται ἅπαντες οἱ ἀνεμιστῆρες νὰ σταματοῦν ἐξ οἱασδήποτε ἐκ δύο κεχωρισμένων θέσεων, αἱ ὁποῖαι θὰ τοποθετοῦνται τόσον μακρὰν ἀλλήλων ὅσον εἶναι πρακτικόν. Διατάξεις ἐλέγχου προβλεπόμεναι διὰ τὸν τεχνητὸν ἀερισμόν, τὸν ἐξυπηρετοῦντα τοὺς χώρους μηχανῶν θὰ διανέμωνται ἐπίσης οὕτως, ὥστε νὰ εἶναι δυνατὸς ὁ χειρισμὸς των ἐκ δύο θέσεων, μία τῶν ὁποίων θὰ κεῖται ἐκτὸς τῶν χώρων τούτων. Ἀνεμιστῆρες ἐξυπηρετοῦντες τὰ τεχνητὰ συστήματα ἀερισμοῦ τῶν χώρων φορτίου θὰ δύνανται νὰ σταματοῦν ἐξ ἀσφαλοῦς θέσεως κειμένης ἐκτὸς τῶν χώρων τούτων.

(ζ) Ὅπου οἱ ἀγωγοὶ ἐξαγωγῆς ἐκ τῶν περιοχῶν τοῦ μαγειρείου διέρχονται διὰ μέσου χώρων ἐνδιαιτήσεως ἢ χώρων περιεχόντων εὔφλεκτα ὑλικά, θὰ κατασκευάζωνται ἀπὸ τμήματα «Α» Κλάσεως. Ἕκαστος ἀγωγὸς ἐξαγωγῆς θὰ ἐφοδιάζεται διά:

(ι) Λιποπαγίδος, δυναμένης νὰ ἀφαιρῆται εὐκόλως πρὸς καθαρισμόν.

(ιι) Φράκτου πυρός, τοποθετουμένου εἰς τὸ κατώτερον ἄκρον τοῦ ἀγωγοῦ.

(ιιι) Διατάξεων διακοπῆς τοῦ ἀνεμιστῆρος ἐξαγωγῆς, χειριζομένων ἐκ σημείου ἐκτὸς τοῦ μαγειρείου, καὶ

(ιv) Μονίμων μέσων κατασβέσεως τοῦ πυρός, κειμένων ἐντὸς τοῦ ἀγωγοῦ.

(η) Μέτρα, κατὰ τὸ δυνατὸν πρακτικά, θὰ λαμβάνωνται σχετικῶς μὲ τοὺς ἐκτὸς τῶν χώρων μηχανῶν κειμένους σταθμοὺς ἐλέγχου πρὸς τὸν σκοπὸν διασφαλίσεως τῆς διατηρήσεως τοῦ ἀερισμοῦ, τῆς ὁρατότητος καὶ τῆς ἀπαλλαγῆς ἀπὸ καπνούς, οὕτως ὥστε ἐν περιπτώσει πυρκαϊᾶς νὰ δύνανται νὰ ἐλέγχωνται τὰ ἐντὸς τούτων μηχανήματα καὶ ἐξοπλισμὸς καὶ νὰ συνεχίζουν νὰ λειτουργοῦν ἀποδοτικῶς. Θὰ προβλέπωνται ἐναλλακτικὰ καὶ κεχωρισμένα μέσα ἀεροτροφοδοτήσεως. Εἰσαγωγαὶ ἀέρος τῶν δύο πηγῶν τροφοδοτήσεως θὰ εἶναι οὕτω πως διατεθειμέναι ὥστε νὰ περιορίζεται εἰς τὸ ἐλάχιστον ὁ κίνδυνος ἐκ τῆς ταὐτοχρόνου διοχετεύσεως καπνοῦ ἐξ ἀμφοτέρων τῶν εἰσαγωγῶν. Κατὰ τὴν κρίσιν τῆς Ἀρχῆς, δὲν χρειάζεται αἱ τοιαῦται ἀπαιτήσεις νὰ ἐφαρμόζωνται ἐπὶ σταθμῶν ἐλέγχου τοποθετημένων ἐπὶ καὶ ἐχόντων ἔξοδον πρὸς ἀνοικτὸν κατάστρωμα ἢ ὅπου διατάξεις τοπικοῦ κλεισίματος θὰ ἐθεωροῦντο ἐξ ἴσου ἐπαρκεῖς.

(θ) Ἀγωγοὶ προβλεπόμενοι διὰ τὸν ἀερισμὸν χώρων μηχανῶν Κατηγορίας Α δὲν θὰ διέρχωνται, γενικῶς, διὰ μέσου χώρων ἐνδιαιτήσεως καὶ ὑπηρετικῶν ἢ σταθμῶν ἐλέγχου, ἐξαιρέσει τῆς περιπτώσεως καθ' ἣν ἡ Ἀρχὴ δύναται νὰ ἐπιτρέπῃ ἀπαλλαγὴν ἀπὸ τήν, ἐν λόγῳ, ἀπαίτησιν, προϋποτιθεμένων ὅτι:

(ι) Οἱ ἀγωγοὶ θὰ εἶναι κατεσκευασμένοι ἐκ χάλυβος καὶ θὰ ἔχουν μόνωσιν τῆς τάξεως Α-60, ἢ

(ιι) Οἱ ἀγωγοὶ θὰ εἶναι κατασκευασμένοι ἐκ χάλυβος καὶ ἐφωδιασμένοι μὲ αὐτόματον φράκτην πυρὸς πλησίον τοῦ διαπερωμένου διαφράγματος καὶ θὰ ἔχουν μόνωσιν τῆς τάξεως τῶν Α-60 ἀπὸ τοῦ χώρου τῶν μηχανῶν μέχρι σημείου ἀπέχοντος πέραν τοῦ φράκτου πυρὸς τοὐλάχιστον 5 μέτρα (16 πόδας).

(ι) Ἀγωγοὶ προβλεπόμενοι διὰ τὸν ἀερισμὸν χώρων ἐνδιαιτήσεως καὶ ὑπηρετικῶν ἢ σταθμῶν ἐλέγχου δὲν θὰ διέρχωνται γενικῶς διὰ μέσου χώρων μηχανῶν Κατηγορίας Α, πλὴν τῆς περιπτώσεως καθ' ἣν ἡ Ἀρχὴ θὰ δύναται νὰ ἐπιτρέψῃ ἀπαλλαγὴν ἀπὸ τήν, ἐν λόγῳ, ἀπαίτησιν, προϋποτιθεμένου ὅτι οἱ ἀγωγοὶ εἶναι κατασκευασμένοι ἐκ χάλυβος καὶ αὐτόματοι φράκται πυρὸς εἶναι τοποθετημένοι πλησίον τῶν διαπερωμένων διαφραγμάτων.

Κανονισμός 26

Παράθυρα καί Παραφωτίδες

(α) Ἅπαντα τὰ παράθυρα καὶ αἱ παραφωτίδες ἐπὶ διαφραγμάτων εὑρισκομένων ἐντὸς τῶν χώρων ἐνδιαιτήσεως καὶ τῶν ὑπηρετικῶν τοιούτων ὡς καὶ ἐντὸς τῶν σταθμῶν ἐλέγχου ἐξαιρέσει ἐκείνων ἐφ' ὧν ἐφαρμόζονται αἱ διατάξεις τῶν Κανονισμῶν 23 (η) καὶ 24 (γ) τοῦ παρόντος Κεφαλαίου, θὰ εἶναι οὕτω πως κατεσκευασμένα ὥστε νὰ διατηροῦν τὰς ἀπαιτήσεις ἀντοχῆς κατὰ τοῦ πυρὸς τοῦ τύπου τοῦ διαφράγματος ἐφ' οὗ εἶναι τοποθετημένα.

(β) Ἀνεξαρτήτως τῶν ἀπαιτήσεων τῶν πινάκων τοῦ Κανονισμοῦ 20 τοῦ παρόντος Κεφαλαίου:

(ι) Ἅπαντα τὰ παράθυρα καὶ αἱ παραφωτίδες ἐπὶ διαφραγμάτων διαχωριζόντων χώρους ἐνδιαιτήσεως, ὑπηρετικοὺς καὶ σταθμοὺς ἐλέγχου ἀπὸ τὸ ὕπαιθρον θὰ κατασκευάζωνται μὲ πλαίσια ἐκ χάλυβος ἢ ἑτέρου καταλλήλου ὑλικοῦ. Ἡ

θαλος θά συγκρατῆται διά στιλπνῆς άρμοκαλύπτρας.

(ιι) 'Ιδιαιτέρα προσοχή θ' ἀποδίδεται εἰς τήν κατά τοῦ πυρός ἀντοχήν παραθύρων ἀντικρυζόντων ἀνοικτούς ἤ κλειστούς χώρους ἐπιβιβάσεως ἐπί τῶν σωσιβίων λέμβων καί σχεδιῶν ὡς καί παραθύρων τοποθετημένων κάτωθεν τοιούτων χώρων κατά τοιοῦτον τρόπον ὥστε ἡ καταστροφή των διαρκούσης πυρκαϊᾶς νά ἠδύνατο νά ἐμποδίσῃ τήν καθαίρεσιν ἤ τήν ἐπιβίβασιν ἐπί τῶν σωσιβίων λέμβων ἤ σχεδιῶν.

Κανονισμός 27

Περιορισμός Εὐφλέκτων 'Υλικῶν

(α) Πλήν τῶν χώρων φορτίου, τῶν διαμερισμάτων ταχυδρομείου, τῶν διαμερισμάτων ἀποσκευῶν ἤ τῶν ψυκτικῶν θαλάμων τῶν ὑπηρετικῶν χώρων, ἅπασαι αἱ ἐπενδύσεις, τά στηρίγματα, αἱ ὀροφαί καί μονώσεις θά εἶναι ἐξ ἀκαύστων ὑλικῶν. Τμήματα διαφραγμάτων ἤ καταστρώματα χρησιμοποιούμενα πρός ὑποδιαίρεσιν χώρου τινός πρός χρῆσιν ἤ διά λόγους καλλιτεχνικούς, θά εἶναι ἐπίσης ἐξ ἀκαύστων ὑλικῶν.

(β) Φράγματα ἀτμῶν καί συγκολλητικαί οὐσίαι χρησιμοποιούμενοι ἐν συνδυασμῷ μέ μονώσεις, ὡς καί μονώσεις τῶν σωλήνων συστημάτων ψύξεως δέν ἀπαιτεῖται νά εἶναι ἄκαυστα, θά ὑπάρχουν ὅμως εἰς τήν ἐλαχίστην πρακτικῶς δυνατήν ποσότητα, αἱ δέ ἐκτεθειμέναι των ἐπιφάνειαι θά ἔχουν ἰδιότητας ἀντιστάσεως εἰς τήν ἐξάπλωσιν τῶν φλογῶν, ἱκανοποιούσας τήν 'Αρχήν.

(γ) Διαφράγματα, ἐπενδύσεις καί ὀροφαί κείμεναι εἰς ὅλους τούς χώρους ἐνδιαιτήσεως καί τούς ὑπηρετικούς τοιούτους δύνανται νά καλύπτωνται διά καυσίμου ἐπιστρώσεως, ὑπό τήν προϋπόθεσιν ὅτι αὕτη δέν θά ὑπερβαίνῃ τά 2 χιλιοστόμετρα (ἕν δωδέκατον τοῦ δακτύλου) ἐντός οἱουδήποτε τῶν, ὡς ἄνω, χώρων πλήν τῶν διαδρόμων, τῶν περιφραγμάτων τῶν κλιμάκων καί τῶν σταθμῶν ἐλέγχου, ὅπου δέν θά ὑπερβαίνει τά 1,5 χιλιοστόμετρα (ἕν δέκατον ἕβδομον τοῦ δακτύλου).

(δ) 'Ο συνολικός ὄγκος τῶν καυσίμων ἐπικαλύψεων, σκαλισμάτων, διακοσμήσεων καί ἐπιστρώσεων εἰς οἱονδήποτε χῶρον ἐνδιαιτήσεως ἤ ὑπηρετικόν τοιοῦτον δέν θά ὑπερβαίνῃ ὄγκον ἰσοδύναμον πρός πλάκα ἐπιστρώσεως 2,5 χιλιοστομέτρων (ἕν δέκατον τοῦ δακτύλου) ἐπί τῆς συνδεδυασμένης ἐπιφανείας τῶν διαφραγμάτων καί ὀροφῶν. Προκειμένου περί πλοίων ἐξωπλισμένων διά συστήματος αὐτομάτου ραντισμοῦ πληροῦντος τάς ἀπαιτήσεις τοῦ Κανονισμοῦ 12 τοῦ παρόντος Κεφαλαίου, ὁ, ὡς ἄνω, ὄγκος δύναται νά περιλάβῃ καύσιμα τινά ὑλικά χρησιμοποιούμενα πρός κατασκευήν τῶν τμημάτων «Γ» Κλάσεως.

(ε) "Απασαι αἱ ἐκτεθειμέναι ἐπιφάνειαι ἐντός τῶν διαδρόμων καί τῶν περιφραγμάτων τῶν κλιμάκων ὡς καί ἐπιφάνειαι ἀποκεκρυμμένων ἤ ἀπροσίτων χώρων εὑρισκομένων ἐντός τῶν χώρων ἐνδιαιτήσεως, τῶν ὑπηρετικῶν καί τῶν σταθμῶν ἐλέγχου θά ἔχουν χαρακτηριστικά χαμηλῆς ἐξαπλώσεως τῆς φλογός.

(στ) Αἱ ἐπικλώσεις ἐντός τῶν διόδων καί τῶν περιφραγμάτων τῶν κλιμάκων θά περιορίζωνται εἰς τό ἐλάχιστον.

(ζ) Χρώματα, βερνίκια καί λοιπά τελικά ἐπιχρίσματα χρησιμοποιούμενα ἐπί ἐκτεθειμένων ἐσωτερικῶν ἐπιφανειῶν δέν θά εἶναι, κατά τήν κρίσιν τῆς 'Αρχῆς, φύσεως δυναμένης νά προκαλέσῃ κίνδυνον πυρκαϊᾶς, οὐδέ θά δύνανται νά παράγουν περίσσειαν ποσότητος καπνοῦ ἤ ἕτερα τοξικά συστατικά.

(η) Πρωτεύουσαι ἐπιστρώσεις καταστρωμάτων, ἐάν ὑφίστανται, ἐντός τῶν χώρων ἐνδιαιτήσεως, ὑπηρετικῶν καί σταθμῶν ἐλέγχου, θά εἶναι ἐξ ἐγκεκριμένου ὑλικοῦ, τό ὁποῖον δέν θ' ἀναφλέγεται εὐκόλως οὐδέ θά προκαλῇ κινδύνους τοξικότητος ἤ ἐκρήξεως εἰς ἀνυψωμένας θερμοκρασίας.

(θ) Κάλαθοι ἀχρήστων θά κατασκευάζωνται ἐξ ἀκαύστων ὑλικῶν καί θά ἔχουν στερεάς πλευράς καί πυθμένας.

Κανονισμός 28

Διάφορα Θέματα

'Απαιτήσεις ἐφαρμοζόμεναι εἰς ὅλα τά Μέρη τοῦ Πλοίου

(α) Σωλῆνες διαπερῶντες τμήματα «Α» ἤ «Β» Κλάσεως θά εἶναι ἐξ ἐγκεκριμένου ὑπό τῆς 'Αρχῆς ὑλικοῦ, τῆς τελευταίας λαμβανούσης ὑπ' ὄψιν τήν θερμοκρασίαν εἰς τήν ὁποίαν ἀπαιτεῖται ν' ἀνθίστανται τά τοιαῦτα τμήματα. Σωλῆνες διοχετεύοντες πετρέλαιον ἤ εὔφλεκτα ὑγρά θά εἶναι ἐξ ἐγκεκριμένου ὑπό τῆς 'Αρχῆς ὑλικοῦ, τῆς τελευταίας λαμβανούσης ὑπ' ὄψιν τούς κινδύνους πυρκαϊᾶς. 'Υλικά εὐκόλως προσβαλλόμενα ὑπό τῆς θερμότητος, δέν θά χρησιμοποιῶνται δι' ἐξερχομένους τοῦ σκάφους ἐκδιαίους, ἐκκενώσεις ὑγιεινῆς καί λοιπάς ἐξαγωγάς κειμένας πλησίον τῆς ἰσάλου γραμμῆς καί ὅπου τυχόν ἀνεπάρκεια τοῦ ὑλικοῦ ἐν περιπτώσει πυρκαϊᾶς θά ἐδημιούργει κίνδυνον κατακλύσεως.

'Απαιτήσεις ἐφαρμοζόμεναι εἰς χώρους 'Ενδιαιτήσεως, 'Υπηρετικούς, Σταθμούς 'Ελέγχου, Διαδρόμους καί Κλίμακας

(β) (ι) Διάκενα δημιουργούμενα ὄπισθεν ἐπιστρώσεων, τμημάτων ἤ ἐπενδύσεων θά διαιρῶνται καταλλήλως διά καλῶς ἐφαρμοζόντων διαχωρισμάτων ἀέρος ἀπεχόντων ἀλλήλων οὐχί πλέον τῶν 14 μέτρων (46 ποδῶν).

(ιι) Κατά τήν κατακόρυφον διεύθυνσιν οἱ τοιοῦτοι χῶροι, περιλαμβάνοντες τούς ὄπισθεν τῶν ἐπενδύσεων τῶν κλιμάκων, ὀχετῶν κ.λπ. εὑρισκομένους θά κλείουν εἰς ἕκαστον κατάστρωμα.

(γ) 'Η κατασκευή τῶν ὀρόφων καί διαφραγμάτων θά εἶναι τοιαύτη ὥστε, χωρίς νά ἐπηρεάζεται ἡ ἀποτελεσματικότης τῆς προστασίας κατά τοῦ πυρός, θά καθίσταται δυνατόν εἰς τάς περιπολίας πυρκαϊᾶς ν' ἀνακαλύπτουν πάντα καπνόν προερχόμενον ἀπό κεκρυμμένας καί ἀπροσίτους θέσεις, ἐκτός ἐάν, κατά τήν κρίσιν τῆς 'Αρχῆς, δέν ὑπάρχῃ κίνδυνος ἐκρήξεως πυρκαϊᾶς εἰς τάς θέσεις ταύτας.

Κανονισμός 29

Αὐτόματον Σύστημα Ραντισμοῦ καί Σύστημα 'Αναγγελίας καί 'Ανιχνεύσεως πυρκαϊᾶς ἤ Αὐτόματον Σύστημα 'Αναγγελίας καί 'Ανιχνεύσεως πυρκαϊᾶς

'Επί οἱουδήποτε πλοίου ἐπί τοῦ ὁποίου τό παρόν Μέρος ἐφαρμόζεται θά ἐγκαθίστανται, ἐντός ἑκάστης κεχωρισμένης ζώνης, εἴτε κατακορύφου, εἴτε ὁριζοντίου, εἰς ὅλους τούς χώρους ἐνδιαιτήσεως καί ὑπηρετικούς καί, ὅπου θεωρεῖται ἀπαραίτητον ὑπό τῆς 'Αρχῆς, εἰς σταθμούς ἐλέγχου, ἐξαιρουμένων τῶν χώρων οἵτινες δέν παρουσιάζουν οὐσιώδη κίνδυνον πυρκαϊᾶς (ὅπως χῶροι κενοί, χῶροι ὑγιεινῆς κ.λπ.), ἑκάτερον τῶν κάτωθι συστημάτων:

(ι) 'Εν αὐτόματον σύστημα ραντισμοῦ, ἀναγγελίας καί ἀνιχνεύσεως πυρκαϊᾶς, ἐγκεκριμένου τύπου, πληροῦν τούς ὅρους τοῦ Κανονισμοῦ 12 τοῦ παρόντος Κεφαλαίου, οὕτως ἐγκατεστημένον καί ἔχον τοιαύτην διάταξιν ὥστε νά παρέχῃ προστασίαν εἰς τοιούτους χώρους, ἤ

(ιι) 'Εν αὐτόματον σύστημα ἀναγγελίας καί ἀνιχνεύσεως πυρκαϊᾶς, ἐγκεκριμένου τύπου, πληροῦν τούς ὅρους τοῦ Κανονισμοῦ 13 τοῦ παρόντος Κεφαλαίου οὕτως ἐγκατεστημένον καί ἔχον τοιαύτην διάταξιν ὥστε νά ἀνιχνεύῃ τήν ὕπαρξιν πυρκαϊᾶς εἰς τοιούτους χώρους.

Κανονισμός 30

Προστασία Χώρων Ειδικής Κατηγορίας

Διατάξεις ἐφαρμοστέαι εἰς εἰδικῆς κατηγορίας χώρους κειμένους ἄνωθεν ἤ κάτωθεν τοῦ καταστρώματος στεγανῶν.

(α) *Γενικά*

(ι) Ἡ βασική ἀρχή ἡ ὁποία διέπει τάς διατάξεις τοῦ παρόντος Κανονισμοῦ εἶναι ὅτι ἰσοδύναμος προστασία πρέπει νά παρέχεται εἰς τοιούτους χώρους, βασιζομένης ἐπί μιᾶς διατάξεως ὁριζοντίων ζωνῶν καί τόν ἐφοδιασμόν δι' ἑνός ἀποτελεσματικοῦ μονίμου συστήματος κατασβέσεως πυρκαϊᾶς, δεδομένου ὅτι ἡ συνήθης διά κατακορύφων ζωνῶν ὑποδιαίρεσις πιθανῶς νά μή εἶναι πρακτική εἰς εἰδικῆς κατηγορίας χώρους. Ὑπ' αὐτήν τήν ἔννοιαν μία ὁριζόντιος ζώνη, πρός ἐκπλήρωσιν τῶν σκοπῶν τοῦ παρόντος Κανονισμοῦ, δυνατόν νά περιλαμβάνη εἰδικῆς κατηγορίας χώρους εἰς πλείονα τοῦ ἑνός καταστρώματα, προβλεπομένου ὅτι τό μέγιστον ὕψος τῆς ζώνης δέν θά ὑπερβαίνη τά 10 μέτρα (33 πόδας).

(ιι) Ἅπασαι αἱ ἀπαιτήσεις αἱ τεθεῖσαι εἰς τούς Κανονισμούς 23 καί 25 τοῦ παρόντος Κεφαλαίου, διά τήν διατήρησιν τῆς ἀκεραιότητος τῶν κατακορύφων ζωνῶν, θά ἐφαρμόζωνται ὁμοίως διά τά καταστρώματα καί τά διαφράγματα τά σχηματίζοντα τά ὁριακά χωρίσματα τά διαχωρίζοντα τάς ὁριζοντίους ζώνας, τῆς μεταξύ των καί ἐκ τοῦ ὑπολοίπου πλοίου.

(β) *Κατασκευαστική προστασία*

(ι) Τά ὁριακά διαφράγματα τῶν εἰδικῆς κατηγορίας χώρων θά ἀπομονοῦνται ὡς ἀπαιτεῖται διά τούς χώρους τῆς κατηγορίας 11 τοῦ πίνακος 1 τοῦ Κανονισμοῦ 20 τοῦ παρόντος Κεφαλαίου καί τά ὁριζόντια ὁριακά χωρίσματα ὡς ἀπαιτεῖται διά τούς χώρους τῆς κατηγορίας 11 τοῦ πίνακος 3 τοῦ Κανονισμοῦ ἐκείνου.

(ιι) Ἐνδείκται θά προβλέπωνται ἐπί τῆς Γεφύρας Κυβερνήσεως, οἱ ὁποῖοι θά δεικνύουν πότε θύρα τις πυρκαϊᾶς, ὁδηγοῦσα πρός ἤ ἀπό χώρους εἰδικῆς κατηγορίας, εἶναι κλειστή.

(γ) ***Μόνιμον σύστημα κατασβέσεως πυρκαϊᾶς***

Ἕκαστος χῶρος εἰδικῆς κατηγορίας θά εἶναι ἐφωδιασμένος δι' ἑνός ἐγκεκριμένου μονίμου συστήματος ραντίσεως ὕδατος ὑπό πίεσιν, διά χειροκίνητον λειτουργίαν, τό ὁποῖον θά προστατεύη ἅπαντα τά τμήματα οἱουδήποτε καταστρώματος καί δαπέδου ὀχημάτων, ἐάν ὑπάρχη εἰς τοιοῦτον χῶρον, προβλεπομένου ὅτι ἡ Ἀρχή δύναται νά ἐπιτρέψη τήν χρῆσιν οἱουδήποτε ἑτέρου μονίμου συστήματος κατασβέσεως πυρκαϊᾶς τό ὁποῖον ἔχει ἀποδειχθῆ διά δοκιμῆς πλήρους κλίμακος ὑπό συνθήκας προσομοιαζούσας εἰς πυρκαϊάν ρέοντος πετρελαίου εἰς ἕναν εἰδικῆς κατηγορίας χῶρον, ὅτι δέν εἶναι ὀλιγώτερον ἀποτελεσματικόν εἰς τό νά ἐλέγχη πυρκαϊάς πιθανάς νά ἐπισυμβοῦν εἰς τοιοῦτον χῶρον.

(δ) *Περιπολίαι καί Ἐντοπισμός*

(ι) Ἀποδοτική ὑπηρεσία περιπολίας θά διατηρῆται διά τούς εἰδικῆς κατηγορίας χώρους. Εἰς οἱονδήποτε τοιοῦτον χῶρον εἰς τόν ὁποῖον ἡ περιπολία δέν διατηρεῖται διά συνεχοῦς φυλακῆς πυρκαϊᾶς καθ' ὅλας τάς ὥρας, διαρκοῦντος τοῦ ταξειδίου, θά προβλέπεται εἰς αὐτόν τόν χῶρον ἕν αὐτόματον σύστημα ἐντοπισμοῦ, ἐγκεκριμένου τύπου.

(ιι) Χειροκίνητοι ἀναγγελτῆρες πυρκαϊᾶς θά προβλέπωνται ἀπαραιτήτως καθ' ὅλην τήν ἔκτασιν τῶν εἰδικῆς κατηγορίας χώρων καί εἷς θά τοποθετῆται πλησίον ἑκάστης ἐξόδου ἐκ τοιούτων χώρων.

(ε) *Ἐφόδια κατασβέσεως πυρκαϊᾶς*

Εἰς ἕκαστον εἰδικῆς κατηγορίας χῶρον θά προβλέπωνται:

(ι) Ἀριθμός λήψεων πυρκαϊᾶς μετά εὐκάμπτων σωλήνων καί ἀκροσωληνίων δύο θέσεων, ἐγκεκριμένου τύπου, τοιουτοτρόπως διατεταγμένων ὥστε δύο τοὐλάχιστον προβολαί ὕδατος, ἑκάστη ἐξ ἑνός ἁπλοῦ τεμαχίου εὐκάμπτου σωλῆνος, μή προερχομένου ἐκ τῆς αὐτῆς λήψεως πυρκαϊᾶς, νά δύνανται νά φθάσουν εἰς οἱονδήποτε μέρος τοιούτου χώρου.

(ιι) Τρεῖς τουλάχιστον συσκευαί παραγωγῆς ὁμίχλης ὕδατος (water fog applicators).

(ιιι) Μία φορητή συσκευή παραγωγῆς ἀφροῦ πληροῦσα τάς ἀπαιτήσεις τοῦ Κανονισμοῦ 7(δ) τοῦ παρόντος Κεφαλαίου, προβλεπομένου ὅτι τοὐλάχιστον δύο τοιαῦται συσκευαί διατίθενται ἐν τῷ πλοίῳ πρός χρῆσιν εἰς τοιούτους χώρους, καί

(ιν) Ἀριθμός φορητῶν πυροσβεστήρων, ἐγκεκριμένου τύπου, κρινόμενος ὡς ἐπαρκής ὑπό τῆς Ἀρχῆς.

(στ) *Σύστημα ἀερισμοῦ*

(ι) Οἱ εἰδικῆς κατηγορίας χῶροι θά ἐφοδιάζωνται δι' ἑνός ἀποτελεσματικῆς δυνάμεως συστήματος ἀερισμοῦ ἱκανοῦ νά παρέχη τοὐλάχιστον 10 ἀλλαγάς ἀέρος ὡριαίως. Τό διά τοιούτους χώρους σύστημα θά διαχωρίζεται τελείως ἐξ ἄλλων συστημάτων ἀερισμοῦ καί θά εὑρίσκεται συνεχῶς ἐν λειτουργίᾳ ὅτε ὀχήματα θά εὑρίσκωνται ἐντός τοιούτων χώρων. Ἡ Ἀρχή δύναται νά ἀπαιτήση ηὐξημένον ἀριθμόν ἀλλαγῶν ἀέρος ὅτε ὀχήματα τελοῦν ὑπό φόρτωσιν ἤ ἐκφόρτωσιν.

(ιι) Ὁ ἀερισμός θά εἶναι τοιοῦτος ὥστε νά ἐμποδίζη τήν δημιουργίαν στρωμάτων ἀέρος καί ἀεροθυλάκων.

(ιιι) Θά προβλέπωνται μέσα διά νά ἐπισημαίνουν ἐπί τῆς γεφύρας οἱανδήποτε ἀπώλειαν ἤ μείωσιν τῆς ἀπαιτουμένης ἱκανότητος ἀερισμοῦ

Πρόσθετοι διατάξεις ἐφαρμοστέαι μόνον εἰς εἰδικῆς κατηγορίας χώρους ὑπεράνω τοῦ καταστρώματος στεγανῶν

(ζ) *Εὐδίαιοι (μπούνια)*

Ἐν ὄψει τῆς σοβαρᾶς ἀπωλείας εὐσταθείας ἥτις δύναται νά προκύψη συνεπείᾳ μεγάλων ποσοτήτων ὕδατος συσσωρευμένων ἐπί τοῦ καταστρώματος ἤ τῶν καταστρωμάτων ὡς συνέπεια τῆς λειτουργίας τοῦ συστήματος ραντίσεως ὕδατος ὑπό σταθεράν πίεσιν, εὐδίαιοι θά τοποθετοῦνται κατά τρόπον διασφαλίζοντα ὅτι τό τοιοῦτον ὕδωρ θά ἐκβάλλεται ἀπ' εὐθείας τοῦ πλοίου ταχέως.

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* Γίνεται μνεία τῆς Συστάσεως ἥτις υἱοθετήθη ὑπό τοῦ Ὀργανισμοῦ διά τῆς Ἀποφάσεως A.123(V) ἐπί Σταθερῶν Συστημάτων Κατασβέσεως Πυρκαϊᾶς διά τούς Χώρους Εἰδικῆς Κατηγορίας.

(η) *Προφυλάξεις κατά τῆς ἀναφλέξεως εὐφλέκτων ἀναθυμιάσεων*

(ι) 'Εξαρτισμός ὁ ὁποῖος δύναται νά ἀποτελέση πηγήν ἀναφλέξεως εὐφλέκτων ἀναθυμιάσεων καί ἰδιαιτέρως ἠλεκτρικός καί καλωδιακός ἐξοπλισμός, θά ἐγκαθίσταται τοὐλάχιστον 45 ἑκατοστόμετρα (18 δακτύλους) ὑπεράνω τοῦ καταστρώματος, προβλεπομένου ὅτι ἐφ'ὅσον ἡ 'Αρχή ἤθελε κρίνει, ὅτι ἡ ἐγκατάστασις τοιούτου ἠλεκτρικοῦ καί καλωδιακοῦ ἐξοπλισμοῦ, κάτωθεν τοῦ ὡς ἄνω ὕψους, εἶναι ἀπαραίτητος διά τήν ἀσφαλῆ λειτουργίαν τοῦ πλοίου, ὁ τοιοῦτος ἠλεκτρικός καί καλωδιακός ἐξοπλισμός θά εἶναι τύπου ἐγκεκριμένου πρός χρῆσιν εἰς περιπτώσεις ἐκρηκτικοῦ μείγματος εὐφλέκτου ὑγροῦ καί ἀέρος. 'Ηλεκτρικός ἐξαρτισμός ἐγκατεστημένος πλέον τῶν 45 ἑκατοστομέτρων (18 δακτύλων) ὑπεράνω τοῦ καταστρώματος θά εἶναι τύπου τόσον κλειστοῦ καί προστατευομένου ὥστε νά προλαμβάνεται ἡ διαφυγή σπινθήρων. 'Η μνεία ἑνός ἐπιπέδου τῶν 45 ἑκατοστομέτρων (18 δακτύλων), ὑπεράνω τοῦ καταστρώματος, ἑρμηνεύεται ὡς ἀφορῶσα ἕκαστον κατάστρωμα ἐπί τοῦ ὁποίου μεταφέρονται ὀχήματα καί ἐπί τοῦ ὁποίου εἶναι δυνατόν νά ἀναμένεται συσσώρευσις εὐφλέκτων ἀναθυμιάσεων.

(ιι) 'Ηλεκτρικός καί καλωδιακός ἐξοπλισμός, ἐφ'ὅσον ἐγκαθίσταται εἰς ἀγωγόν ἐξαγωγῆς ἀερισμοῦ, θά εἶναι, ἑνός τύπου ἐγκεκριμένου πρός χρῆσιν εἰς περιπτώσεις ἐκρηκτικῶν μειγμάτων εὐφλέκτου ὑγροῦ καί ἀέρος, καί ἡ ἔξοδος παντός ἀγωγοῦ ἐξαγωγῆς θά τοποθετῆται εἰς ἀσφαλῆ θέσιν, λαμβανομένων ὑπ'ὄψιν καί ἑτέρων πηγῶν ἀναφλέξεως.

Πρόσθετοι διατάξεις ἐφαρμοστέαι μόνον εἰς εἰδικῆς κατηγορίας χώρους, κάτωθεν τοῦ καταστρώματος στεγανῶν

(θ) ***'Αντλησις ὑδροσυλλεκτῶν καί ἀποχέτευσις ὕδατος***

'Εν ὄψει τῆς σοβαρᾶς ἀπωλείας εὐσταθείας ἥτις δύναται νά προκύψη συνεπείᾳ συσσωρεύσεως μεγάλων ποσοτήτων ὕδατος ἐπί τοῦ καταστρώματος ἤ ἐπί τοῦ πυθμένος τοῦ κύτους προερχομένων ἐκ τῆς λειτουργίας τοῦ μονίμου συστήματος ραντίσεως ὕδατος ὑπό πίεσιν, ἡ 'Αρχή δύναται νά ἀπαιτήση τόν ἐφοδιασμόν διά μέσων ἀντλήσεως καί ἀποχετεύσεως ὕδατος, πέραν τῶν ἀπαιτουμένων ὑπό τοῦ Κανονισμοῦ 18 τοῦ Κεφαλαίου ΙΙ-Ι τῆς παρούσης Συμβάσεως.

(ι) *Προφυλάξεις ἐναντίον ἀναφλέξεως εὐφλέκτων ἀναθυμιάσεων.*

(ι) 'Εάν ὑπάρχη ἠλεκτρικός καί καλωδιακός ἐξοπλισμός, οὗτος θά εἶναι ἑνός τύπου καταλλήλου πρός χρῆσιν εἰς περιπτώσεις ἐκρηκτικῶν μειγμάτων εὐφλέκτου ὑγροῦ καί ἀέρος. Έτερος ἐξοπλισμός ὅστις δύναται νά ἀποτελέση πηγήν ἀναφλέξεως εὐφλέκτων ἀναθυμιάσεων δέν θά ἐπιτρέπεται.

(ιι) 'Ηλεκτρικός καί καλωδιακός ἐξοπλισμός, ἐάν ἐγκαθίσταται εἰς ἀγωγόν ἐξαγωγῆς ἀερισμοῦ, θά εἶναι τύπου ἐγκεκριμένου πρός χρῆσιν εἰς περιπτώσεις ἐκρηκτικῶν μειγμάτων εὐφλέκτου ὑγροῦ καί ἀέρος καί ἡ ἔξοδος ἐξ οἱουδήποτε ἀγωγοῦ ἐξαγωγῆς θά τοποθετῆται εἰς ἀσφαλῆ θέσιν, λαμβανομένων ὑπ' ὄψιν καί ἄλλων δυνατῶν πηγῶν ἀναφλέξεως.

Κανονισμός 31

Προστασία Χώρων Φορτίου ἐκτός τῶν Εἰδικῆς Κατηγορίας Χώρων προοριζομένων διά τήν μεταφοράν 'Οχημάτων μετά κινητῆρος ἐχόντων εἰς τάς Δεξαμενάς των Καύσιμον διά τήν ἰδίαν αὐτῶν Πρόωσιν

Εἰς οἱονδήποτε χῶρον φορτίου (ἐκτός τῶν εἰδικῆς κατηγορίας χώρων) περιέχοντα ὀχήματα μετά κινητῆρος, ἔχοντα εἰς τάς δεξαμενάς των καύσιμον διά τήν ἰδίαν αὐτῶν πρόωσιν, θά ἐφαρμόζωνται αἱ ἀκόλουθαι διατάξεις:

(α) *'Ανίχνευσις πυρκαϊᾶς*

Θά προβλέπεται ἕν ἐγκεκριμένον σύστημα ἀνιχνεύσεως καί ἀναγγελίας πυρκαϊᾶς.

(β) *Διατάξεις Σβέσεως Πυρκαϊᾶς*

(ι) **Θά ἐγκαθίσταται ἕν μόνιμον σύστημα σβέσεως πυρκαϊᾶς δι' ἀερίου, τό ὁποῖον θά εἶναι σύμφωνον μέ τάς διατάξεις τοῦ Κανονισμοῦ 8 τοῦ παρόντος Κεφαλαίου,** ἐκτός ἐάν σύστημα διοξειδίου τοῦ ἄνθρακος εἶναι τοποθετημένον, ὁπότε ἡ διαθέσιμος ποσότης ἀερίου θά εἶναι τοὐλάχιστον ἐπαρκής νά δίδη ἐλάχιστον ὄγκον ἐλευθέρου ἀερίου ἴσον πρός τά 45 τοῖς ἑκατόν τοῦ ὁλικοῦ ὄγκου τοῦ μεγαλυτέρου ἐκ τῶν χώρων φορτίου τοῦ δυναμένου νά ἀπομονωθῆ διά κλεισίματος καί αἱ διατάξεις θά εἶναι τοιαῦται ὥστε νά ἐξασφαλίζεται ὅτι τό ἀέριον εἰσάγεται ταχέως καί ἀποτελεσματικῶς ἐντός τοῦ χώρου. **Οἱονδήποτε ἕτερον μόνιμον σύστημα σβέσεως πυρκαϊᾶς δι' ἀερίου ἤ ἀφροῦ ὑψηλῆς ἐκτονώσεως δύναται νά ἐγκαθίσταται ἐφ' ὅσον τοῦτο θά δίδη ἰσοδύναμον προστασίαν.**

(ιι) Εἰς ἕκαστον τοιοῦτον χῶρον θά προβλέπεται, πρός χρῆσιν, ἀριθμός φορητῶν πυροσβεστήρων, ἐγκεκριμένου τύπου, κρινόμενος ὡς ἐπαρκής ὑπό τῆς 'Αρχῆς.

(γ) ***Σύστημα ἀερισμοῦ***

(ι) Εἰς ἕναν ἕκαστον τῶν τοιούτων χώρων θά προβλέπεται ἕν ἀποτελεσματικόν σύστημα τεχνητοῦ ἀερισμοῦ, ἱκανόν νά δίδη τοὐλάχιστον 10 ἐναλλαγάς ἀέρος καθ' ὥραν. Τό διά τοιούτους χώρους φορτίου σύστημα, θά εἶναι τελείως διαχωρισμένον ἐξ ἄλλων συστημάτων ἀερισμοῦ καί θά εἶναι ἐν λειτουργίᾳ συνεχῶς ὅτε ὑπάρχουν ὀχήματα εἰς τοιούτους χώρους.

(ιι) 'Ο ἀερισμός θά εἶναι τοιοῦτος ὥστε νά ἐμποδίζη τήν δημιουργίαν στρωμάτων ἀέρος καί ἀεροθυλάκων.

(ιιι) Θά προβλέπωνται μέσα διά νά ἐπισημαίνουν ἐπί τῆς Γεφύρας οἱανδήποτε ἀπώλειαν ἤ μείωσιν τῆς ἀπαιτουμένης ἱκανότητος ἀερισμοῦ.

(δ) *Προφυλάξεις ἐναντίον 'Αναφλέξεως Εὐφλέκτων 'Αναθυμιάσεων*

(ι) 'Ηλεκτρικός καί καλωδιακός ἐξοπλισμός, ἐάν ὑφίσταται, θά εἶναι τύπου καταλλήλου πρός χρῆσιν εἰς περιπτώσεις ἐκρηκτικῶν μειγμάτων εὐφλέκτου ὑγροῦ καί ἀέρος. Έτερος ἐξαρτισμός ὅστις δύναται νά ἀποτελέση πηγήν ἀναφλέξεως εὐφλέκτων ἀναθυμιάσεων, δέν θά ἐπιτρέπεται.

(ιι) 'Ηλεκτρικός καί καλωδιακός ἐξοπλισμός, ἐφ'ὅσον ἐγκαθίσταται εἰς ἀγωγόν ἐξαγωγῆς ἀερισμοῦ, θά εἶναι τύπου ἐγκεκριμένου πρός χρῆσιν εἰς περιπτώσεις ἐκρηκτικῶν μειγμάτων εὐφλέκτου ὑγροῦ καί ἀέρος καί ἡ ἔξοδος παντός ἀγωγοῦ θά τοποθετῆται εἰς ἀσφαλῆ θέσιν, λαμβανομένων ὑπ'ὄψιν καί ἑτέρων δυνατῶν πηγῶν ἀναφλέξεως.

Κανονισμός 32

Διατήρησις 'Υπηρεσιῶν Περιπολίας Πυρκαϊᾶς κ.λπ. καί Πρόβλεψις Πυροσβεστικῶν ἐφοδίων

(α) *'Υπηρεσίαι Περιπολίας Πυρκαϊᾶς καί Συστήματα 'Ανιχνεύσεων, 'Αναγγελίας καί 'Ενδοσυνεννοήσεως*

(ι) 'Αποδοτική ὑπηρεσία περιπολίας θά διατηρῆται, εἰς τρόπον ὥστε νά δύναται ταχέως νά ἐλέγχεται πᾶσα ἐκδήλωσις πυρκαϊᾶς. "Εκαστον μέλος τῆς ὑπηρεσίας περιπολίας θά ἐκπαιδευθῇ ἵνα καταστῇ οἰκεῖος τῶν διατάξεων τοῦ πλοίου ὅσον καί τῆς τοποθετήσεως καί λειτουργίας οἱουδήποτε ἐφοδίου τό ὁποῖον δυνατόν θά κληθῇ νά χρησιμοποιήσῃ.

(ιι) Χειροκίνητοι ἀγγελτῆρες συναγερμοῦ θά τοποθετῶνται καθ' ὅλην τήν ἔκτασιν τῶν χώρων ἐνδιαιτήσεως καί τῶν ὑπηρετικῶν τοιούτων, ἵνα δύνανται οἱ περιπολοῦντες νά δίδουν ἀναγγελίαν εἰς τήν Γέφυραν ἤ εἰς τόν κύριον Σταθμόν 'Ελέγχου Πυρκαϊᾶς.

(ιιι) Θά προβλέπεται ἐγκεκριμένον σύστημα ἀναγγελίας ἤ σύστημα ἀνιχνεύσεως πυρκαϊᾶς, τό ὁποῖον θά ἀναγγέλῃ αὐτομάτως εἰς ἕνα ἤ καί περισσότερα κατάλληλα σημεῖα ἤ σταθμούς, τήν ὕπαρξιν ἤ ἐκδήλωσιν πυρκαϊᾶς καί τήν θέσιν αὐτῆς εἰς οἱονδήποτε χῶρον φορτίου ὁ ὁποῖος, κατά τήν γνώμην τῆς 'Αρχῆς, δέν εἶναι προσιτός εἰς τήν ὑπηρεσίαν περιπολίας, ἐκτός ἐάν ἤθελεν ἀποδειχθῇ, κατά τήν κρίσιν τῆς 'Αρχῆς, ὅτι τό πλοῖον ἐκτελεῖ πλόας τοιαύτης μικρᾶς διαρκείας ὥστε νά μή δικαιολογῆται ἡ ἐφαρμογή τῆς παρούσης διατάξεως.

(ιv) Τό πλοῖον θά εἶναι διαρκῶς, ὅτε εὑρίσκεται ἐν πλῷ ἤ ἐν λιμένι (ἐκτός ὅτε εὑρίσκεται ἐν παροπλισμῷ), οὕτω ἐπηνδρωμένον ἤ ἐφωδιασμένον ὥστε νά ἐξασφαλίζηται ὅτι οἱαδήποτε ἀρχική ἀναγγελία πυρκαϊᾶς περιέρχεται ἀμέσως εἰς ἕν ὑπεύθυνον μέλος τοῦ πληρώματος.

(v) Εἰδικόν σύστημα συναγερμοῦ, χειριζόμενον ἐκ τῆς Γεφύρας ἤ ἐκ Σταθμοῦ 'Ελέγχου, θά τοποθετῆται διά τήν κλῆσιν τοῦ πληρώματος. Τό σύστημα τοῦτο συναγερμοῦ δύναται νά ἀποτελῇ τμῆμα τοῦ γενικοῦ συστήματος συναγερμοῦ τοῦ πλοίου πλήν ὅμως τοῦτο θά εἶναι ἱκανόν νά ἠχῆται ἀνεξαρτήτως τοῦ συστήματος συναγερμοῦ τοῦ προοριζομένου διά τούς χώρους ἐπιβατῶν.

(vι) Σύστημα ἐνδοσυνεννοήσεως ἤ ἕτερα ἀποτελεσματικά μέσα ἐπικοινωνίας θά διατίθενται καθ' ὅλην τήν ἔκτασιν τῶν χώρων ἐνδιαιτήσεως, τῶν ὑπηρετικῶν χώρων καί τῶν σταθμῶν ἐλέγχου.

(β). *'Αντλίαι Πυρκαϊᾶς καί Κύριον Σύστημα Σωληνώσεων Πυρκαϊᾶς*

Τό πλοῖον θά ἐφοδιάζεται δι' ἀντλιῶν πυρκαϊᾶς, κυρίων σωληνώσεων πυρκαϊᾶς, λήψεων πυρκαϊᾶς, εὐκάμπτων σωλήνων πυρκαϊᾶς, συμφώνως πρός τάς διατάξεις τοῦ Κανονισμοῦ 5 τοῦ παρόντος Κεφαλαίου καί θά συμμορφοῦται πρός τάς ἀκολούθους ἀπαιτήσεις:

(ι) 'Επί πλοίου 4.000 κόρων ὁλικῆς χωρητικότητος καί ἄνω θά προβλέπωνται, τοὐλάχιστον, τρεῖς ἀνεξαρτήτου κινήσεως ἀντλίαι πυρκαϊᾶς καί ἐπί πλοίου μικροτέρας τῶν 4.000 κόρων ὁλικῆς χωρητικότητος, τοὐλάχιστον δύο τοιαῦται ἀντλίαι πυρκαϊᾶς.

(ιι) 'Επί πλοίου 1.000 κόρων ὁλικῆς χωρητικότητος καί ἄνω, ἡ διάταξις τῶν συνδέσμων θαλάσσης, τῶν ἀντλιῶν πυρκαϊᾶς καί πηγῶν ἐνεργείας διά τήν λειτουργίαν αὐτῶν, θά εἶναι τοιαύτη ὥστε νά ἐξασφαλίζεται ὅτι ἡ πυρκαϊά εἰς οἱονδήποτε διαμέρισμα δέν θά θέσῃ ἐκτός ἐνεργείας ἁπάσας τάς ἀντλίας πυρκαϊᾶς.

(ιιι) 'Επί πλοίου 1.000 κόρων ὁλικῆς χωρητικότητος καί ἄνω, ἡ διάταξις τῶν ἀντλιῶν πυρκαϊᾶς, κυρίων σωληνώσεων πυρκαϊᾶς καί λήψεων πυρκαϊᾶς θά εἶναι τοιαύτη ὥστε, τοὐλάχιστον μία ἀποτελεσματική προβολή ὕδατος, ὡς ὁρίζεται εἰς τόν Κανονισμόν 5 (γ) τοῦ παρόντος Κεφαλαίου, εἶναι ἀμέσως διαθέσιμος ἐξ οἱασδήποτε λήψεως πυρκαϊᾶς εἰς μίαν ἐσωτερικήν θέσιν. Μέτρα ἐπίσης θά λαμβάνωνται ὥστε νά ἐξασφαλίζεται ἡ συνέχισις τῆς διοχετεύσεως ὕδατος διά τῆς αὐτομάτου ἐνάρξεως λειτουργίας μιᾶς ἀπαιτουμένης πρός τοῦτο ἀντλίας πυρκαϊᾶς.

(ιv) 'Επί πλοίου κατωτέρας τῶν 1.000 κόρων ὁλικῆς χωρητικότητος αἱ διατάξεις θά τυγχάνουν τῆς ἐγκρίσεως τῆς 'Αρχῆς.

(γ) *Λήψεις Πυρκαϊᾶς, Εὔκαμπτοι Σωλῆνες Πυρκαϊᾶς καί 'Ακροσωλήνια*

(ι) **Τό πλοῖον θά εἶναι ἐφωδιασμένον δι' εὐκάμπτων σωλήνων ὁ ἀριθμός καί ἡ διά**μετρος τῶν ὁποίων θά τυγχάνουν τῆς ἐγκρίσεως τῆς 'Αρχῆς. Θά ὑπάρχῃ τοὐλάχιστον εἷς εὔκαμπτος σωλήν δι' ἑκάστην ἐκ τῶν λήψεων πυρκαϊᾶς τῶν ἀπαιτουμένων ὑπό τοῦ Κανονισμοῦ 5(δ) τοῦ παρόντος Κεφαλαίου καί οἱ εὔκαμπτοι αὐτοί σωλῆνες θά χρησιμοποιοῦνται μόνον πρός σβέσιν πυρκαϊῶν ἤ διά τήν δοκιμήν, τῶν πυροσβεστικῶν συσκευῶν κατά τά γυμνάσια πυρκαϊᾶς καί τάς ἐπιθεωρήσεις.

(ιι) Εἰς τούς χώρους ἐνδιαιτήσεως, ὑπηρετικούς καί μηχανῶν ὁ ἀριθμός καί ἡ θέσις τῶν λήψεων πυρκαϊᾶς θά εἶναι τοιοῦτος ὥστε νά πληροῦνται αἱ ἀπαιτήσεις τοῦ Κανονισμοῦ 5(δ) τοῦ παρόντος Κεφαλαίου, ὅτε ἅπασαι αἱ ὑδατοστεγεῖς θῦραι καί ἅπασαι αἱ θῦραι ἐπί τῶν διαφραγμάτων τῶν κυρίων κατακορύφων ζωνῶν εἶναι κλεισταί.

(ιιι) Αἱ διατάξεις θά εἶναι τοιαῦται ὥστε τοὐλάχιστον δύο προβολαί ὕδατος νά δύνανται νά φθάνουν εἰς οἱονδήποτε τμῆμα οἱουδήποτε χώρου φορτίου ὅτε οὗτος εἶναι κενός.

(ιv) "Απασαι αἱ ἀπαιτούμεναι λήψεις πυρκαϊᾶς εἰς χώρους μηχανοστασίου θά εἶναι ἐφωδιασμέναι δι' εὐκάμπτων σωλήνων πυρκαϊᾶς ἐχόντων, ἐπί πλέον τῶν ἀκροσωληνίων τῶν ἀπαιτουμένων ἐν τῷ Κανονισμῷ 5(ζ) τοῦ παρόντος Κεφαλαίου, ἀκροσωλήνια κατάλληλα διά τήν ράντισιν τοῦ ὕδατος ἐπί πετρελαίου, ἤ ἐναλλακτικῶς ἀκροσωλήνια δι' ἀμφοτέρους τούς σκοπούς. 'Επιπροσθέτως, ἕκαστος χῶρος Μηχανοστασίου τῆς Κατηγορίας Α΄ θά εἶναι ἐφωδιασμένος **διά δύο τοὐλάχιστον καταλλήλων συσκευῶν παραγωγῆς ὁμίχλης ὕδατος (water fog applicators)***

(v) **'Ακροσωλήνια ραντίσεως ὕδατος ἤ ἀκροσωλήνια διπλῆς χρήσεως, θά προβλέπωνται, τοὐλάχιστον διά τό 1/4 τοῦ ἀριθμοῦ τῶν εὐκάμπτων σωλήνων τῶν ἀπαιτουμένων εἰς τμήματα τοῦ πλοίου ἕτερα πλήν τῶν χώρων μηχανῶν.**

* Μία συσκευή παραγωγῆς ὁμίχλης ὕδατος θά ἠδύνατο νά ἀποτελῆται ἐξ ἑνός μεταλλίνου σωλῆνος σχήματος «L» τοῦ ὁποίου τό μέν μακρόν ἄκρον θά εἶναι περίπου 2 μέτρων (6 ποδῶν) μήκους καί κατάλληλον νά προσαρμόζεται εἰς ἕναν εὔκαμπτον σωλῆνα πυρκαϊᾶς, τό δέ βραχύ ἄκρον θά εἶναι περίπου 1/4 μέτρου (10 δακτύλων) μήκους, ἐφωδιασμένον διά σταθεροῦ ἀκροσωληνίου τύπου ὁμιχλοειδοῦς ραντισμοῦ ἤ ἱκανόν νά ἐφοδιασθῇ δι' ἀκροσωληνίου ραντισμοῦ ὕδατος.

(vι) Δι' ἕκαστον ζεῦγος ἀναπνευστικῶν συσκευῶν θά προβλέπεται μία συσκευή παραγωγῆς ὁμίχλης ὕδατος ἥτις θά ἐναποθηκεύεται παρακειμένως τοιούτων συσκευῶν.

(vιι) Ὅπου, εἰς οἱονδήποτε χῶρον μηχανῶν τῆς Κατηγορίας Α, προβλέπεται μία ἔξοδος εἰς χαμηλόν ἐπίπεδον ἐκ παρακειμένης σήραγγος ἄξονος, δύο λήψεις ἐφωδιασμέναι μέ εὐκάμπτους σωλῆνας μετά ἀκροσωληνίων διττοῦ προορισμοῦ, θά προβλέπωνται ἐξωτερικῶς, ἀλλά πλησίον τῆς εἰσόδου τοῦ τοιούτου χώρου. Ὅπου τοιαύτη ἔξοδος δέν προβλέπεται ἐκ σήραγγος ἀλλά προβλέπεται ἐξ ἄλλου χώρου ἤ χώρων, θά προβλέπωνται εἰς ἕναν ἐκ τῶν τοιούτων χώρων, δύο λήψεις ἐφωδιασμέναι μέ εὐκάμπτους σωλῆνας μετά ἀκροσωληνίων διττοῦ προορισμοῦ πλησίον τῆς εἰσόδου τοῦ χώρου μηχανῆς Κατηγορίας Α΄. Τοιαύτη πρόβλεψις δέν εἶναι ἀναγκαῖον νά γίνῃ ὅτε ἡ σήραγξ ἤ οἱ παρακείμενοι χῶροι δέν εἶναι τμῆμα μιᾶς ὁδοῦ διαφυγῆς.

(δ) *Σύνδεσμος Διεθνοῦς Τύπου Συνδέσεως μετά τῆς Ξηρᾶς*

(ι) Πᾶν πλοῖον ὁλικῆς χωρητικότητος 1.000 κόρων καί ἄνω θά εἶναι ἐφωδιασμένον δι' ἑνός, τοὐλάχιστον, συνδέσμου διεθνοῦς τύπου συνδέσεως μετά τῆς ξηρᾶς, συμφώνου πρός τάς διατάξεις τοῦ Κανονισμοῦ 5(η) τοῦ παρόντος Κεφαλαίου.

(ιι) Θά διατίθενται εὐκολίαι καθιστῶσαι τόν τοιοῦτον σύνδεσμον χρησιμοποιήσιμον εἰς ἑκατέραν τήν πλευράν τοῦ πλοίου.

(ε) *Φορητοί Πυροσβεστῆρες εἰς Χώρους Ἐνδιαιτήσεως, Ὑπηρετικούς χώρους καί Σταθμούς Ἐλέγχου*

Τό πλοῖον θά εἶναι ἐφωδιασμένον εἰς τούς χώρους ἐνδιαιτήσεως καί ὑπηρετικούς ὡς καί εἰς τούς σταθμούς ἐλέγχου διά τοιούτων ἐγκεκριμένων φορητῶν πυροσβεστήρων, τούς ὁποίους ἡ Ἀρχή ἤθελεν κρίνει ὅτι τυγχάνουν κατάλληλοι καί ἐπαρκεῖς.

(στ) *Διατάξεις Μονίμου Συστήματος Καταοβέσεως Πυρκαϊᾶς εἰς Χώρους Φορτίου*

(ι) Οἱ χῶροι φορτίου πλοίων ὁλικῆς χωρητικότητος 1.000 κόρων καί ἄνω, θά προστατεύωνται δι' ἑνός μονίμου συστήματος κατασβέσεως πυρκαϊᾶς δι' ἀερίου, συμφώνου πρός τάς διατάξεις τοῦ Κανονισμοῦ 8 τοῦ παρόντος Κεφαλαίου, ἤ δι' ἑνός μονίμου συστήματος κατασβέσεως πυρκαϊᾶς δι' ὑψηλῆς ἐκτονώσεως ἀφροῦ τό ὁποῖον θά παρέχῃ ἰσοδύναμον προστασίαν.

(ιι) Ὅπου εἶναι φανερόν, κατ' ἐκτίμησιν τῆς Ἀρχῆς, ὅτι ἕν πλοῖον ἐκτελεῖ ταξείδια τοιαύτης μικρᾶς διαρκείας ὥστε ἡ ἐφαρμογή τῶν ἀπαιτήσεων τοῦ ἐδαφίου (ι) τῆς παρούσης αραγράφου θά ἦτο παράλογος, ὡς ἐπίσης καί διά πλοῖα ὁλικῆς χωρητικότητος μικροτέρας τῶν 1.000 κόρων, αἱ διατάξεις εἰς τούς χώρους φορτίου θά τυγχάνουν τῆς ἐγκρίσεως τῆς Ἀρχῆς.

(ζ) *Συσκευαί Σβέσεως Πυρκαϊᾶς ἐντός Λεβητοστασίων κ.λπ.*

Χῶροι περιέχοντες πετρελαιολέβητας ἤ μηχανήματα διά τήν καῦσιν τοῦ πετρελαίου, θά ἐφοδιάζωνται διά τῶν κατωτέρω διατάξεων:

(ι) Θά ὑπάρχῃ ἕν οἱονδήποτε τῶν κατωτέρω μονίμων συστημάτων κατασβέσεως πυρκαϊᾶς :

(1) Σύστημα ραντίσεως ὕδατος ὑπό πίεσιν πληροῦν τάς διατάξεις τοῦ Κανονισμοῦ 11 τοῦ παρόντος Κεφαλαίου.

(2) Σύστημα ἀερίου πληροῦν τάς διατάξεις τοῦ Κανονισμοῦ 8 τοῦ παρόντος Κεφαλαίου.

(3) Σύστημα ἀφροῦ πληροῦν τάς διατάξεις τοῦ Κανονισμοῦ 9 τοῦ παρόντος Κεφαλαίου.

(4) Σύστημα ὑψηλῆς ἐκτονώσεως ἀφροῦ πληροῦν τάς διατάξεις τοῦ Κανονισμοῦ 10 τοῦ παρόντος Κεφαλαίου.

Εἰς ἑκάστην περίπτωσιν, ἐάν τά μηχανοστάσια καί τά λεβητοστάσια δέν εἶναι ἐντελῶς κεχωρισμένα ἤ ἐάν πετρέλαιον καύσιμον δύναται νά διαρρεύσῃ ἐκ τοῦ λεβητοστασίου εἰς τό μηχανοστάσιον, τό σύνολον τῶν μηχανοστασίων καί λεβητοστασίων θά θεωρῆται ὡς ἕν διαμέρισμα.

(ιι) Θά ὑπάρχουν εἰς ἕκαστον λεβητοστάσιον τοὐλάχιστον μία φορητή συσκευή παραγωγῆς ἀεραφροῦ (air-froth) πληροῦσα τάς διατάξεις τοῦ Κανονισμοῦ 7(δ) τοῦ παρόντος Κεφαλαίου.

(ιιι) Θά ὑπάρχουν δύο τοὐλάχιστον φορητοί πυροσβεστῆρες ἐγκεκριμένου τύπου, παρέχοντες ἀφρόν ἤ ἰσοδύναμον, εἰς ἕκαστον χῶρον ἐναύσεως λεβήτων ἑκάστου λεβητοστασίου καί εἰς ἕκαστον χῶρον εἰς τόν ὁποῖον ὑπάρχει μέρος τῆς ἐγκαταστάσεως καυσίμου πετρελαίου. Θά ὑπάρχῃ εἷς τοὐλάχιστον πυροσβεστήρ ἀφροῦ ἐγκεκριμένου τύπου, περιεκτικότητος τοὐλάχιστον 136 λίτρων (30 γαλλονίων) ἤ ἰσοδυνάμου, ἐντός ἑκάστου λεβητοστασίου. Οἱ πυροσβεστῆρες οὗτοι θά ἐφοδιάζωνται δι' εὐκάμπτων σωλήνων ἐπί ἐξελίκτρων διά νά δύνανται νά φθάνουν εἰς οἱονδήποτε μέρος τοῦ λεβητοστασίου.

(ιv) Ἐντός ἑκάστου χώρου ἐναύσεως λεβήτων θά ὑπάρχῃ δοχεῖον περιέχον ἄμμον, πριονίδια ἐμβαπτισμένα εἰς ἀνθρακικόν νάτριον ἤ ἕτερον ἐγκεκριμένον ξηρόν ὑλικόν, εἰς ποσότητα τήν ὁποίαν ἤθελε καθορίσει ἡ Ἀρχή. Ἐναλλακτικῶς δύναται τοῦτο νά ἀντικατασταθῇ δι' ἑνός φορητοῦ πυροσβεστῆρος ἐγκεκριμένου τύπου.

(η) *Συσκευαί Σβέσεως Πυρκαϊᾶς ἐντός Χώρων περιεχόντων Μηχανάς Τύπου Ἐσωτερικῆς Καύσεως.*

Χῶροι περιέχοντες μηχανήν ἐσωτερικῆς καύσεως χρησιμοποιουμένην, εἴτε διά κυρίαν πρόωσιν ἤ δι' ἑτέρους σκοπούς, ὅτε τοιαύτη μηχανή ἔχει ἀθροιστικῶς συνολικήν ἰσχύν οὐχί μικροτέραν τῶν 373 KW, θά ἐφοδιάζωνται διά τῶν κατωτέρω διατάξεων:

(ι) Θά ὑπάρχῃ ἕν ἐκ τῶν συστημάτων κατασβέσεως πυρκαϊᾶς τῶν ἀπαιτουμένων ὑπό τοῦ ἐδαφίου (ζ)(ι) τοῦ παρόντος Κανονισμοῦ.

(ιι) Θά ὑπάρχῃ τοὐλάχιστον μία φορητή συσκευή παραγωγῆς ἀεραφροῦ (air-froth) πληροῦσα τάς διατάξεις τοῦ Κανονισμοῦ 7 (δ) τοῦ παρόντος Κεφαλαίου.

(ιιι) Θά ὑπάρχουν εἰς ἕκαστον τοιοῦτον χῶρον πυροσβεστῆρες ἀφροῦ ἐγκεκριμένου τύπου, περιεκτικότητος οὐχί μικροτέρας τῶν 45 λίτρων (10 γαλλονίων) ἤ ἰσοδυνάμου, ἱκανοποιητικοῦ ἀριθμοῦ ὥστε νά καθίσταται δυνατή ἐκτόξευσις ἀφροῦ ἤ τοῦ ἰσοδυνάμου του, πρός οἱονδήποτε τμῆμα τῶν συστημάτων καυσίμου καί ἐλαίου λιπάνσεως ὑπό πίεσιν, τοῦ μηχανισμοῦ μεταδόσεως κινήσεως ὡς καί ἐπί οἱασδήποτε ἑτέρας περιπτώσεως κινδύνου πυρκαϊᾶς. Ἐπιπροσθέτως, θά προβλέπεται ἕνας ἱκανοποιητικός ἀριθμός φορητῶν πυροσβεστήρων ἀφροῦ ἤ ἰσοδυνάμου οἱ ὁποῖοι θά εἶναι οὕτω τοποθετημένοι ὥστε εἷς πυροσβεστήρ νά κεῖται εἰς ἀπόστασιν βαδίσματος οὐχί μεγαλυτέρου τῶν 10 μέτρων (33 ποδῶν) ἐξ οἱουδήποτε σημείου τοῦ χώρου προβλεπομένου ὅτι θά ὑπάρχουν τοὐλάχιστον δύο τοιοῦτοι πυροσβεστῆρες εἰς ἕκαστον τοιοῦτον χῶρον.

(θ) *Διατάξεις Σβέσεως Πυρκαϊᾶς ἐντός Χώρων Περιεχόντων 'Ατμοστροβίλους ἤ Κλειστοῦ Τύπου 'Ατμομηχανάς*

Εἰς χώρους περιέχοντας ἀτμοστροβίλους ἤ κλειστοῦ τύπου ἀτμομηχανάς χρησιμοποιουμένας εἴτε διά κυρίαν πρόωσιν ἤ δι' ἑτέρους σκοπούς, ὅτε τοιαύτη μηχανή ἔχει ἀθροιστικῶς συνολικήν ἰσχύν οὐχί μικροτέραν τῶν 373 KW, θά ἐφοδιάζωνται:

(ι) διά πυροσβεστήρων ἀφροῦ, ἕκαστος τῶν ὁποίων θά εἶναι περιεκτικότητος τοὐλάχιστον 45 λίτρων (10 γαλλονίων), ἤ ἰσοδυνάμου, ἱκανοποιητικοῦ ἀριθμοῦ ὥστε νά καθίσταται δυνατή ἡ ἐκτόξευσις ἀφροῦ ἤ ἰσοδυνάμου του, ἐπί οἱουδήποτε τμήματος τοῦ συστήματος λιπάνσεως ὑπό πίεσιν, ἐπί οἱουδήποτε τμήματος περιβλήματος περιέχοντος λιπαινόμενα ὑπό πίεσιν τμήματα τῶν ἀτμοστροβίλων, μηχανῶν ἤ σχετικοῦ μηχανισμοῦ μεταδόσεως κινήσεως, ὡς καί ἐπί οἱασδήποτε ἑτέρας περιπτώσεως πυρκαϊᾶς.
Προβλέπεται ὅτι τοιοῦτοι πυροσβεστῆρες δέν ἀπαιτοῦνται ἐάν προστασία τοὐλάχιστον ἰσοδύναμος τῆς προβλεπομένης ὑπό τῆς παρούσης παραγράφου, παρέχεται εἰς τοιούτους χώρους δι' ἑνός μονίμου συστήματος κατασβέσεως πυρκαϊᾶς συμφώνως πρός τό ἐδάφιον (ζ)(ι) τοῦ παρόντος Κανονισμοῦ.

(ιι) Θά προβλέπεται ἐπαρκής ἀριθμός φορητῶν πυροσβεστήρων ἀφροῦ ἤ ἰσοδυνάμου, οἱ ὁποῖοι θά εἶναι οὕτω τοποθετημένοι ὥστε εἷς πυροσβεστήρ νά κεῖται εἰς ἀπόστασιν βαδίσματος οὐχί μεγαλυτέραν τῶν 10 μέτρων (33 ποδῶν) ἐξ οἱουδήποτε σημείου τοῦ χώρου. Προβλέπεται ὅτι θά ὑπάρχουν τοὐλάχιστον δύο τοιοῦτοι πυροσβεστῆρες εἰς ἕκαστον τοιοῦτον χῶρον καί δέν θά ἀπαιτοῦνται ἐπιπροσθέτως τῶν οἱωνδήποτε προβλεπομένων κατ' ἐφαρμογήν τῆς ὑποπαραγράφου (η)(ιιι) τοῦ παρόντος Κανονισμοῦ.

(ι) *Συσκευαί Σβέσεως Πυρκαϊᾶς εἰς ἑτέρους Χώρους Μηχανῶν.*

"Οπου, κατά τήν κρίσιν τῆς 'Αρχῆς, ὑφίσταται κίνδυνος πυρκαϊᾶς εἰς οἱονδήποτε χῶρον μηχανῆς διά τόν ὁποῖον εἰδικαί διατάξεις διά συσκευάς σβέσεως πυρκαϊᾶς δέν προβλέπονται ἐν παραγράφῳ (ζ) (η) καί (θ) τοῦ παρόντος Κανονισμοῦ θά προβλέπεται, εἰς τούς χώρους τούτους ἤ παρακειμένους αὐτοῖς, εἰς τοιοῦτος ἀριθμός ἐγκεκριμένου τύπου φορητῶν πυροσβεστήρων ἤ ἑτέρων μέσων σβέσεως πυρκαϊᾶς, ὅστις ἤθελεν κριθῆ ὡς ἐπαρκής ὑπό τῆς 'Αρχῆς.

(ια) *Συσκευαί Σβέσεως Πυρκαϊᾶς μή ἀπαιτούμεναι ὑπό τοῦ παρόντος Μέρους*

"Οπου τοποθετεῖται ἐν μόνιμον σύστημα σβέσεως πυρκαιας, μη απαιτούμενον ὑπό τοῦ παρόντος Μέρους τοῦ παρόντος Κεφαλαίου, τό τοιοῦτον σύστημα θά τυγχάνῃ τῆς ἐγκρίσεως τῆς 'Αρχῆς.

(ιβ) *Εἰδικαί 'Απαιτήσεις διά Χώρους Μηχανῶν*

(ι) Δι' οἱονδήποτε χῶρον μηχανῶν τῆς κατηγορίας Α' εἰς τόν ὁποῖον προβλέπεται εἴσοδος ἀπό χαμηλόν ἐπίπεδον ἐκ μιᾶς παρακειμένης σήραγγος ἀξόνων θά προβλέπεται ἐπιπροσθέτως οἱασδήποτε ὑδατοστεγοῦς θύρας καί ἐπί τῆς πλευρᾶς τῆς ἀπομεμακρυσμένης ἐκ τοῦ χώρου τούτου μία ἐλαφρά χαλυβδίνη πυρίμαχος θύρα ἥτις θά δύναται νά λειτουργῇ καί ἐκ τῶν δύο πλευρῶν.

(ιι) Αὐτόματον σύστημα ἀνιχνεύσεως καί ἀναγγελίας πυρκαϊᾶς θά ἐγκαθίσταται, ὅτε ἡ 'Αρχή θεωρεῖ ὅτι τοιαῦται εἰδικαί προφυλάξεις ἀπαιτοῦνται, εἰς οἱονδήποτε χῶρον μηχανῶν εἰς τόν ὁποῖον ἡ ἐγκατάστασις αὐτομάτων καί τηλεχειριζομένων συστημάτων καί συσκευῶν ἐλέγχου ἔχει γίνει ἀποδεκτή ἀντί τῆς συνεχοῦς ἐπανδρώσεως τοῦ χώρου.

(ιγ) *'Εξάρτησις Πυροσβέστου καί 'Ατομικός 'Εξοπλισμός*

(ι) 'Ο κατώτατος ἀριθμός τῶν ἐξαρτήσεων πυροσβέστου τῶν πληρουσῶν τάς ἀπαιτήσεις τοῦ Κανονισμοῦ 14 τοῦ παρόντος Κεφαλαίου ὡς καί τῶν προσθέτων σειρῶν ἀτομικοῦ ἐξοπλισμοῦ, ἑκάστης τοιαύτης σειρᾶς περιλαμβανούσης τάς ὑπό τῶν ἐδαφίων (α)(ι), (ιι) καί (ιιι) τοῦ Κανονισμοῦ ἐκείνου ἀπαιτούμενα εἴδη, αἱ ὁποῖαι δέον νά φέρωνται θά ἔχῃ ὡς ἑξῆς:

(1) Δύο ἐξαρτήσεις πυροσβέστου καί ἐπιπροσθέτως

(2) Διά κάθε 80 μέτρα (ἤ 262 πόδας) ἤ τμῆμα αὐτῶν, τοῦ ἀθροίσματος τῶν μηκῶν ὅλων τῶν χώρων ἐπιβατῶν καί τῶν ὑπηρετικῶν χώρων ἐπί τοῦ φέροντος τοιούτους χώρους καταστρώματος ἤ, ἐάν ὑπάρχουν πλείονα τοιαῦτα καταστρώματα, ἐπί τοῦ καταστρώματος ὅπερ ἔχει τό μεγαλύτερον ἄθροισμα τοιούτων μηκῶν, δύο ἐξαρτήσεις πυροσβέστου καί δύο σειράς ἀτομικοῦ ἐξοπλισμοῦ, ἑκάστης τοιαύτης σειρᾶς περιλαμβανούσης τά ὑπό τῶν ἐδαφίων (α)(ι), (ιι) καί (ιιι) τοῦ Κανονισμοῦ 14 τοῦ παρόντος Κεφαλαίου ἀπαιτούμενα εἴδη.

(ιι) Δι' ἑκάστην ἐξάρτησιν πυροσβέστου ἡ ὁποία περιλαμβάνει μίαν αὐτόνομον ἀναπνευστικήν συσκευήν, ὡς προβλέπεται ὑπό τοῦ Κανονισμοῦ 14 (β) τοῦ παρόντος Κεφαλαίου, θά φέρωνται ἀμοιβαί γομώσεις εἰς ἐγκεκριμένην ὑπό τῆς 'Αρχῆς κλίμακα.

(ιιι) 'Εξαρτήσεις πυροσβέστου καί σειραί ἀτομικοῦ ἐξοπλισμοῦ θά φυλάσσωνται εἰς θέσεις εὐρέως κεχωρισμένας, ἕτοιμαι πρός χρῆσιν. Τοὐλάχιστον δύο ἐξαρτήσεις πυροσβέστου καί μία σειρά ἀτομικοῦ ἐξοπλισμοῦ θά διατίθενται εἰς ἑκάστην θέσιν.

Κανονισμός 33

Διατάξεις διά Καύσιμον Πετρέλαιον, "Ελαιον Λιπαντικόν καί ἕτερα Εὔφλεκτα "Ελαια

(α) *Διατάξεις καυσίμου πετρελαίου*

'Επί πλοίου χρησιμοποιοῦντος καύσιμον πετρέλαιον, αἱ διατάξεις διά τήν ἐναποθήκευσιν, διανομήν καί τήν χρησιμοποίησιν τοῦ καυσίμου πετρελαίου θά εἶναι τοιαῦται ὥστε νά ἐξασφαλίζεται ἡ ἀσφάλεια τοῦ πλοίου καί τῶν ἐπιβαινόντων καί θά εἶναι σύμφωνοι, τοὐλάχιστον, πρός τάς ἀκολούθους διατάξεις:

(ι) Δέν θά χρησιμοποιῆται ὡς καύσιμον πετρέλαιον, καύσιμον τό ὁποῖον ἔχει σημεῖον ἀναφλέξεως μικρότερον τῶν 60° Κελσίου (140° Φαρενάϊτ)(δοκιμή κλειστοῦ δοχείου), ὡς τοῦτο καθορίζεται διά μιᾶς ἐγκεκριμένης συσκευῆς ὑπολογισμοῦ σημείου ἀναφλέξεως, ἐκτός τῆς περιπτώσεως ἠλεκτρογεννητρίας κινδύνου δι' ἥν τό σημεῖον ἀναφλέξεως δέν θά εἶναι μικρότερον τῶν 43° Κελσίου (110° Φαρενάϊτ).

Προβλέπεται ὅτι ἡ 'Αρχή δύναται νά ἐπιτρέψῃ τήν γενικήν χρῆσιν καυσίμου πετρελαίου ἔχοντος σημεῖον ἀναφλέξεως οὐχί μικρότερον τῶν 43° Κελσίου (110° Φαρενάϊτ), ὑποκειμένου εἰς τοιαύτας προσθέτους προφυλάξεις ὅσας ἤθελον κριθῆ ὡς ἀπαραίτητοι καί ὑπό τόν ὅρον ὅτι ἡ θερμοκρασία τοῦ χώρου ἔνθα τοιοῦτον καύσιμον εἶναι ἐναποθηκευμένον ἤ χρησιμοποιεῖται, δέν θά ἐπιτραπῆ νά ἀνέλθῃ πέραν τῶν 10° Κελσίου (18° Φαρενάϊτ), κάτωθι τοῦ σημείου ἀναφλέξεως τοῦ καυσίμου.

(ιι) Καθ' ὅσον εἶναι πρακτικῶς δυνατόν, οὐδέν τμῆμα τοῦ συστήματος καυσίμου πετρελαίου περιέχον θερμαινόμενον καύσιμον ὑπό πίεσιν ὑπερβαίνουσαν τά

1,8 χιλιόγραμμα κατά τετραγωνικόν έκατοστόμετρον (25 λίβρας κατά τετραγωνικόν δάκτυλον) διαμετρήματος, θά είναι ούτω κεκρυμμένον ώστε άτέλεια καί διαρροή νά μή καθίσταται δυνατόν νά παρατηρηθώσιν εύκόλως. Κατά μῆκος τῶν τοιούτων τμημάτων τοῦ συστήματος καυσίμου πετρελαίου, τό μηχανοστάσιον θά φωτίζεται έπαρκῶς.

(iii) 'Ο άερισμός τῶν χώρων τοῦ μηχανοστασίου θά είναι ίκανοποιητικός ύφ' ὅλας τάς κανονικάς συνθήκας, ὥστε νά προλαμβάνεται ή συσσώρευσις άναθυμιάσεων πετρελαίου.

(iv) (1) Καθ' ὅσον εἶναι πρακτικῶς δυνατόν, αί δεξαμεναί καυσίμου πετρελαίου θά άποτελοῦν τμῆμα τῆς κατασκευῆς τοῦ πλοίου καί θά τοποθετῶνται έξωτερικῶς τῶν χώρων Μηχανῶν τῆς κατηγορίας Α. Ότε δεξαμεναί καυσίμου πετρελαίου, έκτός τῶν πετρελαιοδεξαμενῶν διπυθμένων, είναι άναγκαίως τοποθετημέναι παρακειμένως τῶν χώρων Μηχανῶν τῆς κατηγορίας Α θά έχουν κατά προτίμησιν ένα κοινόν ὅριον μετά τῶν δεξαμενῶν διπυθμένων, καί ή έπιφάνεια τοῦ κοινοῦ μετά τοῦ χώρου μηχανοστασίου ὁρίου τῆς δεξαμενῆς θά περιορίζεται είς τό έλάχιστον. Γενικῶς ή χρῆσις δεξαμενῶν καυσίμου πετρελαίου έλευθέρως στηριζομένων (free-standing) θά άποφεύγεται, άλλ' ὅτε τοιαῦται δεξαμεναί χρησιμοποιοῦνται, δέν θά τοποθετοῦνται είς χώρους Μηχανῶν τῆς κατηγορίας Α.

(2) Οὐδεμία δεξαμενή πετρελαίου θά τοποθετῆται έκεῖ ὅπου έκχυσις ή διαρροή έξ αὐτῆς δύναται νά δημιουργήσῃ κίνδυνον διά τῆς πτώσεως έπί θερμῶν έπιφανειῶν.
Προφυλάξεις θά λαμβάνωνται ίνα προληφθῇ νά έλθῃ είς έπαφήν μετά θερμῶν έπιφανειῶν πετρελαίου τό ὁποῖον δύναται νά διαφύγῃ, ὑπό πίεσιν, έξ οίασδήποτε άντλίας, φίλτρου ή θερμαντῆρος.

(v) Πᾶς σωλήν καυσίμου πετρελαίου ὁ ὁποῖος είς περίπτωσιν ζημίας του θά έπέτρεπε τήν διαφυγήν πετρελαίου έκ δεξαμενῆς άποθηκεύσεως, κατακαθίσεως ή ήμερησίας καταναλώσεως, κειμένης άνωθεν τῶν διπυθμένων, θά έφοδιάζεται διά κρουνοῦ ή έπιστομίου έπί τῆς δεξαμενῆς, ίκανοῦ νά κλείεται έκ μιᾶς άσφαλοῦς θέσεως ἔξωθεν τοῦ άντιστοίχου χώρου, είς περίπτωσιν έκδηλώσεως πυρκαϊᾶς έντός τοῦ χώρου είς τόν ὁποῖον κεῖνται τοιαῦται δεξαμεναί. Είς τήν είδικήν περίπτωσιν πετρελαιοδεξαμενῶν κύτους (deep tanks) τοποθετημένων έντός οίασδήποτε σήραγγος άξόνων ή σήραγγος σωληνώσεων ή ὁμοίου χώρου, θά τοποθετῶνται μέν έπιστόμια έπί τῆς δεξαμενῆς πλήν ὁ έλεγχος, είς περίπτωσιν πυρκαϊᾶς, θά δύναται νά έπιτελῆται μέσῳ ένός προσθέτου έπιστομίου έπί τῆς σωληνώσεως ή τῶν σωληνώσεων, έξωτερικῶς τῆς σήραγγος ή ὁμοίου χώρου.

(vi) Θά προβλέπωνται άσφαλῆ καί άποτελεσματικά μέσα έξακριβώσεως τῆς ποσότητος καυσίμου πετρελαίου τοῦ περιεχομένου είς οίανδήποτε δεξαμενήν πετρελαίου. Μετρικοί σωλῆνες μετά καταλλήλων μέσων κλεισίματος δύνανται νά έπιτρέπωνται, έάν τά άνώτερα ἄκρα των καταλήγουν είς άσφαλεῖς θέσεις. Δύνανται νά έπιτρέπωνται ἕτερα μέσα έξακριβώσεως τῆς ποσότητος καυσίμου πετρελαίου περιεχομένου είς οίανδήποτε δεξαμενήν πετρελαίου, έάν δέν άπαιτῆται διάτρησις είς σημεῖον κάτωθεν τῆς όροφῆς τῆς δεξαμενῆς καί τά ὁποῖα έφ' ὅσον ὑποστοῦν βλάβην ή είς περίπτωσιν ὑπερπληρώσεως τῶν δεξαμενῶν, δέν θά έπιτρέπουν ἔξοδον τοῦ καυσίμου δι' αὐτῶν.

(vii) Πρόνοια θά λαμβάνεται διά τήν πρόληψιν ὑπερπιέσεως είς οίανδήποτε δεξαμενήν πετρελαίου ή είς οίονδήποτε τμῆμα τοῦ συστήματος καυσίμου πετρελαίου, περιλαμβανομένων τῶν σωλήνων πληρώσεως. Οίαδήποτε βαλβίς άνακουφιστική (έκφυγῆς) καί αί σωληνώσεις έξαερισμοῦ ή ὑπερχειλίσεως, θά έκβάλλουν είς μίαν θέσιν ή ὁποία, κατά τήν γνώμην τῆς 'Αρχῆς εἶναι άσφαλής.

(viii) Αί σωληνώσεις καυσίμου πετρελαίου θά εἶναι έκ χάλυβος ή ἑτέρου έγκεκριμένου ὑλικοῦ, προβλεπομένου ὅτι περιωρισμένη χρῆσις εὐκάμπτων σωλήνων θά εἶναι έπιτρεπτή είς θέσεις ὅπου ή 'Αρχή εἶναι πεπεισμένη ὅτι εἶναι άπαραίτητοι. Τοιοῦτοι εὔκαμπτοι σωλῆνες καί τελικαί συνδέσεις θά εἶναι έξ έγκεκριμένων πυριμάχων ὑλικῶν έπαρκοῦς άντοχῆς καί θά εἶναι κατεσκευασμέναι κατά τρόπον ίκανοποιοῦντα τήν 'Αρχήν.

(β) *Διατάξεις λιπαντικοῦ έλαίου*

Αί διατάξεις διά τήν έναποθήκευσιν, διανομήν καί τήν χρησιμοποίησιν τοῦ έλαίου αί χρησιμοποιούμεναι είς συστήματα ὑπό πίεσιν λιπάνσεως, θά εἶναι τοιαῦται ὥστε νά έξασφαλίζηται ή άσφάλεια τοῦ πλοίου καί τῶν έπιβαινόντων καί τοιαῦται διατάξεις είς χώρους μηχανοστασίου τῆς κατηγορίας Α καί, ὁσάκις εἶναι πρακτικῶς δυνατόν, είς ἑτέρους χώρους μηχανοστασίου, θά εἶναι, τοὐλάχιστον, σύμφωνοι πρός τάς διατάξεις τῶν έδαφίων (ii), (iv)(2), (v), (vi) καί (vii) τῆς παραγράφου (α) τοῦ παρόντος Κεφαλαίου.

(γ) *Διατάξεις δι' ἕτερα εὔφλεκτα ὑλικά*

Αί διατάξεις διά τήν έναποθήκευσιν, τήν διανομήν καί τήν χρησιμοποίησιν ἑτέρων εὐφλέκτων έλαίων, χρησιμοποιουμένων ὑπό πίεσιν είς συστήματα μεταδόσεως κινήσεως, συστήματα έλέγχου καί ένεργοποιήσεως καί συστήματα θερμάνσεως, θά εἶναι τοιαῦται ὥστε νά έξασφαλίζηται ή άσφάλεια τοῦ πλοίου καί τῶν έπιβαινόντων. Είς θέσεις ἔνθα ὑφίστανται μέσα άναφλέξεως, τοιαῦται διατάξεις θά εἶναι τοὐλάχιστον, σύμφωνοι πρός τάς διατάξεις τῶν έδαφίων (iv)(2) καί (vi) ὅσον άφορᾷ δέ τήν άντοχήν καί τήν κατασκευήν πρός τάς διατάξεις τοῦ έδαφίου (viii) τῆς παραγράφου (α) τοῦ παρόντος Κανονισμοῦ.

Κανονισμός 34

Είδικαί Διατάξεις διά τούς Χώρους Μηχανῶν

(α) Αί διατάξεις τοῦ παρόντος Κανονισμοῦ θά έφαρμόζωνται είς χώρους Μηχανοστασίου τῆς κατηγορίας Α καί, ὅπου ή 'Αρχή θεωρεῖ αὐτό έπιθυμητόν, είς ἑτέρους χώρους Μηχανοστασίου.

(β) (i) 'Ο άριθμός τῶν άναφωτίδων, τῶν θυρῶν, τῶν άνεμιστήρων, τῶν άνοιγμάτων είς καπνοδόχους διά νά έπιτρέπουν έξαερισμόν καί ἑτέρων άνοιγμάτων πρός τούς χώρους Μηχανοστασίου, θά εἶναι περιωρισμένος είς τό έλάχιστον, άναλόγως μέ τάς άνάγκας τοῦ άερισμοῦ καί τήν πρέπουσαν καί άσφαλῆ διεξαγωγήν τῆς έργασίας τοῦ πλοίου.

(ii) Τά πλαίσια τῶν τοιούτων άναφωτίδων, ὅπου τοποθετοῦνται, θά εἶναι έκ χάλυβος. Κατάλληλοι διατάξεις θά ὑφίστανται διά νά έπιτρέπουν τήν άπελευθέρωσιν τοῦ καπνοῦ, είς περίπτωσιν πυρκαϊᾶς, άπό τόν πρός προστασίαν χῶρον.

(iii) Θύραι, ἕτεραι πλήν τῶν μηχανικῶς χειριζομένων ὑδατοστεγῶν θυρῶν, θά διατάσσωνται οὕτω πως ὥστε άπόλυτον κλείσιμον νά έξασφαλίζεται έν περιπτώσει πυρκαϊᾶς είς τόν χῶρον διά μηχανικῶς χειριζομένων διατάξεων κλεισιμα-

τος ἢ διά προβλέψεως αὐτοκλεισμένων θυρῶν ἱκανῶν νά κλείουν μέ κλίσιν τοῦ πλοίου $3\frac{1}{2}$ μοιρῶν, ἀνθισταμένης εἰς τό κλείσιμον καί ἐχουσῶν μέσον ἀσφαλοῦς ἀγκιστρώσεως ἐφωδιασμένου μέ σύστημα ἀπαγγιστρώσεως χειριζομένου μακρόθεν.

(γ) Παράθυρα δέν θά τοποθετῶνται ἐπί φωταγωγῶν τοῦ χώρου Μηχανοστασίου.

(δ) Μέσα ἐλέγχου θά προβλέπωνται διά:

(ι) Τό ἄνοιγμα καί τό κλείσιμον τῶν ἀναφωτίδων, τό κλείσιμον τῶν ἀνοιγμάτων ἐπί τῶν καπνοδόχων, τά ὁποῖα κανονικῶς ἐπιτρέπουν ἐξαερισμόν καί τό κλείσιμον τῶν φρακτῶν (dampers) ἀερισμοῦ.

(ιι) νά ἐπιτρέπουν τήν δίοδον τοῦ καπνοῦ.

(ιιι) τό κλείσιμον τῶν μηχανικῶς χειριζομένων θυρῶν ἢ τοῦ μηχανισμοῦ ἀπελευθερώσεως ἐπί θυρῶν ἑτέρων πλήν τῶν μηχανικῶς χειριζομένων ὑδατοστεγῶν θυρῶν.

(ιν) Τήν κράτησιν τῶν ἀνεμιστήρων, καί

(ν) τήν κράτησιν τῶν ἀνεμιστήρων βεβιασμένης παροχῆς καί βεβιασμένης ἀναρροφήσεως, τῶν ἀντλιῶν μεταγγίσεως καυσίμου πετρελαίου, τῶν πετρελαιοαντλιῶν τοῦ συγκροτήματος καύσεως πετρελαίου, καί ἑτέρων ὁμοίων ἀντλιῶν καυσίμου.

(ε) Τά μέσα ἐλέγχου τά ἀπαιτούμενα διά τούς ἀνεμιστῆρας θά εἶναι σύμφωνα πρός τάς διατάξεις τοῦ Κανονισμοῦ 25(στ) τοῦ παρόντος Κεφαλαίου. Τά μέσα ἐλέγχου δι' οἱονδήποτε ἀπαιτούμενον μόνιμον σύστημα κατασβέσεως πυρκαϊᾶς, καί δι' ἐκεῖνα τά ἀπαιτούμενα ὑπό τῶν ἐδαφίων (δ)(ι), (ιι), (ιιι) καί (ν) τοῦ παρόντος Κανονισμοῦ καί τοῦ Κανονισμοῦ 33 (α)(ν) τοῦ παρόντος Κεφαλαίου, θά εἶναι τοποθετημένα εἰς μίαν θέσιν ἐλέγχου, ἢ συγκεντρωμένα ἐπί θέσεων ὅσον τό δυνατόν ὀλιγωτέρων, κατά τήν κρίσιν τῆς 'Αρχῆς. Τοιαύτη θέσις ἢ τοιαῦται θέσεις δέν θά ἀποκοποῦνται εἰς περίπτωσιν πυρκαϊᾶς, εἰς τόν χῶρον ὅν ἐξυπηρετοῦν, καί θά ἔχουν μίαν ἀσφαλῆ προσπέλασιν ἐκ τοῦ ἀνοικτοῦ καταστρώματος.

ΜΕΡΟΣ Γ' — ΜΕΤΡΑ ΠΥΡΑΣΦΑΛΕΙΑΣ ΔΙ' ΕΠΙΒΑΤΗΓΑ ΠΛΟΙΑ ΜΕΤΑΦΕΡΟΝΤΑ ΟΥΧΙ ΠΕΡΙΣΣΟΤΕΡΟΥΣ ΤΩΝ 36 ΕΠΙΒΑΤΩΝ

Κανονισμός 35

Κατασκευή

(α) Τό σκάφος, αἱ ὑπερκατασκευαί, τά κύρια διαφράγματα, τά καταστρώματα καί τά ὑπεροστεγάσματα θά κατασκευάζωνται ἐκ χάλυβος ἢ ἑτέρου ἰσοδυνάμου ὑλικοῦ.

(β) Ὅπου ἐφαρμόζεται προστασία κατά τῆς πυρκαϊᾶς συμφώνως πρός τήν παράγραφον (β) τοῦ Κανονισμοῦ 40 τοῦ παρόντος Κεφαλαίου, αἱ ὑπερκατασκευαί δύνανται νά κατασκευάζωνται ἀπό, λόγου χάριν, κράμματα ἀλουμινίου, ἐφ' ὅσον:

(ι) Κατά τήν ὕψωσιν τῆς θερμοκρασίας τῶν μεταλλικῶν στελεχῶν τῶν τμημάτων Κλάσεως «Α» ὅτε ταῦτα ὑποτίθενται εἰς τήν τυποποιημένην δοκιμήν πυρός, δίδεται ἰδιαιτέρα προσοχή εἰς τάς μηχανικάς ἰδιότητας τοῦ ὑλικοῦ.

(ιι) Ἡ 'Αρχή ἱκανοποιεῖται ἀπό τό γεγονός ὅτι ἡ ποσότης τῶν καυσίμων ὑλικῶν τά ὁποῖα χρησιμοποιοῦνται εἰς τά σχετικά μέρη τοῦ πλοίου εἶναι ἀναλόγως μειωμένη. Αἱ ὀροφαί (λ.χ. αἱ ἐπιστρώσεις αὐτῶν) εἶναι ἄκαυστοι.

(ιιι) Ὑφίσταται ἐπαρκής πρόβλεψις ἐξασφαλίζουσα ὅτι εἰς περίπτωσιν πυρκαϊᾶς, αἱ διατάξεις στοιβασίας, καθαιρέσεως καί ἐπιβιβάσεως ἐπί τῶν σωστικῶν σκαφῶν παραμένουν τό ἴδιο ἀποτελεσματικαί ὡς αἱ ὑπερκατασκευαί νά ἦσαν κατεσκευασμένα ἐκ χάλυβος.

(ιν) Αἱ ὀροφαί καί τά περιφράγματα τῶν χώρων λεβητοστασίων καί μηχανοστασίων εἶναι κατασκευασμένα ἐκ χάλυβος καί φέρουν ἐπαρκῆ μόνωσιν, καί τά ἐπ' αὐτῶν ἀνοίγματα, ἐφ' ὅσον ὑπάρχουν, ἔχουν ἀνάλογον διάταξιν καί προστασίαν πρός πρόληψιν τῆς ἐξαπλώσεως τοῦ πυρός.

Κανονισμός 36

Κύριαι Κατακόρυφοι Ζῶναι

(α) Τό σκάφος, αἱ ὑπερκατασκευαί καί τά ὑπεροστεγάσματα θά ὑποδιαιρῶνται εἰς κατακορύφους ζώνας. Αἱ βαθμίδες καί αἱ ἐσοχαί θά περιορίζωνται εἰς τό ἐλάχιστον, ἀλλ' ὅπου εἶναι ἀπαραίτητοι, ἡ κατασκευή των θά εἶναι ἡ τῶν τμημάτων «Α» Κλάσεως.

(β) Καθ' ὅσον εἶναι πρακτικῶς δυνατόν τά διαφράγματα τά σχηματίζοντα τά ὅρια τῶν κυρίων κατακορύφων ζωνῶν ὑπεράνω τοῦ καταστρώματος στεγανῶν, θά εἶναι ἐν συνεχείᾳ πρός τά στεγανά διαφράγματα ὑποδιαιρέσεως, τά κείμενα εὐθύς κάτωθεν τοῦ καταστρώματος στεγανῶν.

(γ) Τοιαῦτα διαφράγματα θά ἐκτείνωνται ἀπό καταστρώματος εἰς κατάστρωμα καί μέχρι τοῦ κελύφους τοῦ πλοίου ἢ μέχρις ἄλλων ὁρίων.

(δ) 'Επί πλοίων σχεδιασμένων δι' ἐξυπηρέτησιν εἰδικῶν σκοπῶν, ὡς λ.χ. τά πορθμεῖα αὐτοκινήτων ἢ σιδηροδρόμων, ὅπου ἡ ἐγκατάστασις τοιούτων διαφραγμάτων παρεμποδίζει τόν σκοπόν διά τόν ὁποῖον τά πλοῖα ταῦτα προορίζονται, αὕτη θά ἀντικαθίσταται δι' ἰσοδυνάμων μέσων ἐλέγχου καί περιορισμοῦ τῆς πυρκαϊᾶς κατόπιν εἰδικῆς ἐγκρίσεως τῆς 'Αρχῆς.

Κανονισμός 37

'Ανοίγματα εἰς Τμήματα «Α» Κλάσεως

(α) Ὅπου τά τμήματα «Α» Κλάσεως διαπερῶνται διά τήν δίοδον ἠλεκτρικῶν καλωδίων, σωλήνων, ὀχετῶν, ἀγωγῶν κ.λπ., διά σταθμίδας, ζυγά ἢ λοιπάς κατασκευάς, θά προβλέπωνται διατάξεις ἐξασφαλίζουσαι ὅτι δέν θίγεται ἡ κατά τοῦ πυρός ἀντοχή.

(β) Ὅπου κατ' ἀνάγκην, ἀγωγός τις ἀερισμοῦ διέρχεται διά μέσου τοῦ διαφράγματος κυρίας κατακορύφου ζώνης, εἰς παρακειμένην τοῦ διαφράγματος θέσιν θά τοποθετῆται φράκτης πυρός ἀσφαλοῦς ἔναντι βλάβης καί αὐτομάτως κλειομένου τύπου. Ὁ φράκτης οὗτος θά δύναται ἐπίσης νά κλείνῃ διά τῆς χειρός ἐξ ἑκάστης πλευρᾶς τοῦ διαφράγματος. Ἡ θέσις χειρισμοῦ θά εἶναι ἀμέσως προσιτή καί θά σημειοῦται δι' ἐρυθροῦ ἀνακλαστικοῦ τοῦ φωτός χρώματος. Ὁ μεταξύ τοῦ διαφράγματος καί τοῦ φράκτου ἀγωγός, θά εἶναι ἐκ χάλυβος ἢ ἑτέρου ἰσοδυνάμου ὑλικοῦ καί, ἐν ἀνάγκῃ, θά ἔχῃ βαθμόν μονώσεως τοιοῦτον, ὥστε νά συμμορφοῦται πρός τήν παράγραφον (α) τοῦ παρόντος Κανονισμοῦ. Ὁ φράκτης θά ἐξοπλίζεται, τοὐλάχιστον εἰς τήν μίαν πλευράν αὐτοῦ, δι' ὁρατοῦ ἐνδείκτου σημειοῦντος ἐάν οὗτος εὑρίσκεται εἰς τήν ἀνοικτήν θέσιν.

(γ) 'Εξαιρέσει τῶν στομίων κυτῶν τῶν εὑρισκομένων μεταξύ χώρων φορτίου, ἀποθηκευτικῶν καί χώρων ἀποσκευῶν καί μεταξύ τοιούτων χώρων καί τῶν καταστρωμάτων τῶν ἐκτεθειμένων εἰς τόν καιρόν, πάντα τά ἀνοίγματα θά φέρουν μονίμως

προσηρμοσμένα μέσα κλεισίματος, τά ὁποῖα θά εἶναι τοὐλάχιστον τόσον ἀνθεκτικά κατά τοῦ πυρός ὅσον καί τά τμήματα, ἐφ'ὧν εἶναι τοποθετημένα.

(δ) 'Η κατασκευή ἁπασῶν τῶν θυρῶν καί τῶν πλαισίων τῶν θυρῶν τῶν τμημάτων «Α» Κλάσεως, ὁμοῦ μετά τῶν μέσων ἀσφαλείας αὐτῶν ὅταν κλείουν, θά ἐξασφαλίζῃ ἀντοχήν εἰς τό πῦρ ὡς καί εἰς τήν δίοδον καπνοῦ καί φλογῶν, καθ'ὅσον τοῦτο εἶναι πρακτικῶς δυνατόν, ἰσοδύναμον πρός ἐκείνην τῶν διαφραγμάτων, ἐφ'ὧν αἱ θύραι αὗται εἶναι προσηρμοσμέναι. 'Υδατοστεγεῖς θύραι δέν χρειάζεται νά φέρουν μόνωσιν.

(ε) 'Εκάστη θύρα δύναται ν'ἀνοίγῃ καί νά κλείνῃ ἐξ ἑκάστης πλευρᾶς τοῦ διαφράγματος ὑφ'ἑνός μόνον προσώπου.

(στ) Αἱ θύραι πυρκαϊᾶς τῶν διαφραγμάτων τῶν κυρίων κατακορύφων ζωνῶν καί τῶν περιφραγμάτων τῶν κλιμακοστασίων, πλήν τῶν μηχανοκινήτων ὑδατοστεγῶν θυρῶν καί ἐκείνων αἵτινες εἶναι συνήθως κλειδωμέναι, θά εἶναι αὐτοκλειομένου τύπου ἱκαναί νά κλείουσι μέ κλίσιν 3 1/2 μοιρῶν πρός τήν ἀντίθετον τοῦ κλεισίματος πλευράν. Ἅπασαι αἱ τοιαῦται θύραι, πλήν ἐκείνων αἱ ὁποῖαι συνήθως εἶναι κλεισταί, θά δύνανται ν' ἀπελευθεροῦνται ἀπό τινα σταθμόν ἐλέγχου συγχρόνως ἤ καθ' ὁμάδας ὡς ἐπίσης καί ἀπό θέσιν τινα ἐπί τῆς θύρας μεμονωμένως. 'Ο μηχανισμός ἀπελευθερώσεως θά εἶναι οὕτω πως ἐσχεδιασμένος ὥστε νά δύναται ἡ θύρα νά κλείῃ αὐτομάτως ἐν ᾗ περιπτώσει τό σύστημα ἐλέγχου ὑποστῇ βλάβην. 'Εν τούτοις, ἐγκεκριμέναι ὑδατοστεγεῖς μηχανοκίνητοι θύραι θά θεωρῶνται ὡς παραδεκταί διά τόν σκοπό τοῦτον. Συγκρατητικά ἄγκιστρα, μή ὑποκείμενα εἰς ἀπελευθέρωσιν ἀπό τόν σταθμόν ἐλέγχου, δέν θά ἐπιτρέπωνται. Ὅταν ἐπιτρέπωνται διπλαῖ περιστρεφόμεναι θύραι, αὗται θά ἔχουν διάταξιν μανδάλου, ἡ ὁποία θά ἐνεργοποιεῖται αὐτομάτως ἀπό τήν λειτουργίαν τοῦ συστήματος ἀπελευθερώσεως τῆς θύρας.

Κανονισμός 38

'Αντοχή κατά τῆς Πυρκαϊᾶς Τμημάτων Κλάσεως «Α»

Ὅπου ἀπαιτοῦνται τμήματα Κλάσεως «Α» ὑπό τοῦ παρόντος Μέρους, ἡ 'Αρχή προκειμένου νά ἀποφασίσῃ μέχρι ποίας ἐκτάσεως θά ὑφίσταται μόνωσις, θά καθοδηγεῖται ἀπό τάς διατάξεις τοῦ Μέρους Β τοῦ παρόντος Κεφαλαίου, δύναται ὅμως νά ἀποδεχθῇ μείωσιν τῆς ἐκτάσεως τῆς μονώσεως εἰς βαθμόν κατώτερον τοῦ καθοριζομένου εἰς τό Μέρος ἐκεῖνο.

Κανονισμός 39

Διαχωρισμός τῶν Χώρων 'Ενδιαιτήσεως ἀπό τούς Χώρους Μηχανῶν, Φορτίου καί 'Υπηρετικούς

Τά περικλείοντα διαφράγματα καί τά καταστρώματα ἅτινα χωρίζουν τούς χώρους ἐνδιαιτήσεως ἀπό τούς χώρους μηχανῶν, φορτίου καί ὑπηρετικούς, θά κατασκευάζωνται ὡς τμήματα κλάσεως «Α». Τά διαφράγματα καί τά καταστρώματα ταῦτα θά ἔχουν βαθμόν μονώσεως ἐγκεκριμένον παρά τῆς 'Αρχῆς, λαμβανομένης ὑπ' ὄψιν τῆς φύσεως τῶν γειτνιαζόντων χώρων.

Κανονισμός 40

Προστασία τῶν Χώρων 'Ενδιαιτήσεως καί 'Υπηρετικῶν

Οἱ χῶροι ἐνδιαιτήσεως καί οἱ ὑπηρετικοί θά προστατεύωνται συμφώνως πρός τάς διατάξεις τῆς παραγράφου (α) ἤ (β) τοῦ παρόντος Κανονισμοῦ.

(α) (ι) Ὅλα τά περικλείοντα διαφράγματα, ἐντός τῶν χώρων ἐνδιαιτήσεως, ἐκτός ἐκείνων τά ὁποῖα ἀπαιτοῦνται νά εἶναι διαφράγματα Κλάσεως «Α», θά κατασκευάζωνται ὡς τμήματα Κλάσεως «Β» ἐξ ἀκαύστων ὑλικῶν, τά ὁποῖα ὅμως δύνανται νά ἐπικαλύπτωνται ὑπό καυσίμων ὑλικῶν, συμφώνως πρός τό ἐδάφιον (ιιι) τῆς παρούσης παραγράφου.

(ιι) Ὅλα τά διαφράγματα τῶν διαδρόμων θά ἐκτείνωνται ἀπό καταστρώματος εἰς κατάστρωμα. 'Ανοίγματα ἀερισμοῦ δύνανται νά ἐπιτρέπωνται εἰς τάς θύρας ἐπί τῶν διαφραγμάτων Κλάσεως «Β» καί κατά προτίμησιν εἰς τό κάτω μέρος. Ὅλα τά λοιπά περικλείοντα διαφράγματα θά ἐκτείνωνται κατακορύφως ἀπό καταστρώματος εἰς κατάστρωμα καί ἐγκαρσίως μέχρι τῆς πλευρᾶς τοῦ πλοίου ἤ μέχρι ἄλλων ἐγκαρσίων ὁρίων, ἐκτός ἐάν ὑπάρχουν ἐπιστρώσεις ἤ ἐπενδύσεις ἐξ ἀκαύστου ὑλικοῦ, αἵτινες ἐξασφαλίζουν τήν συνέχισιν τῆς προστασίας ἀπό πυρκαϊᾶς, ὁπότε εἰς τήν περίπτωσιν ταύτην δύνανται νά καταλήγουν εἰς τάς ἐπιστρώσεις ἤ τάς ἐπενδύσεις.

(ιιι) 'Εξαιρέσει τῶν χώρων φορτίου, ταχυδρομείου, ἀποσκευῶν, ἤ ἐψυγμένων διαμερισμάτων ὑπηρετικῶν χώρων, πᾶσαι αἱ ἐπενδύσεις, αἱ ὑποκείμεναι πήχεις, αἱ ἐπιστρώσεις καί αἱ μονώσεις θά εἶναι ἐξ ἀκαύστου ὑλικοῦ. Ὁ ὁλικός ὄγκος τῶν καυσίμων ἐπιφανειακῶν ἐπενδύσεων, σκελισμάτων, διακοσμήσεων καί διακοσμητικῶν ἐπιστρώσεων ἐντός χώρου ἐνδιαιτήσεως ἤ ἐντός κοινοχρήστου χώρου δέν θά ὑπερβαίνῃ ὄγκον ἰσοδύναμον πρός τόν μιᾶς διακοσμητικῆς ἐπιστρώσεως, πάχους 2,54 χιλιοστομέτρων (ἤ ἑνός δεκάτου τοῦ δακτύλου), καλυπτούσης τήν ὁλικήν ἐπιφάνειαν τῶν τοιχωμάτων καί τῆς ὀροφῆς. Πᾶσαι αἱ ἐκτεθειμέναι ἐπιφάνειαι ἐντός διαδρόμων ἤ ἐντός περιφραγμάτων κλιμάκων καί ἐντός κρυπτῶν καί δυσπροσίτων χώρων, θά εἶναι ἐξ ὑλικοῦ ἔχοντος χαρακτηριστικά χαμηλῆς ἐξαπλώσεως φλογός*.

(β) (ι) Ὅλα τά διαφράγματα τῶν διαδρόμων εἰς τούς χώρους ἐνδιαιτήσεως θά εἶναι χαλύβδινα ἤ κατασκευασμένα ἀπό φατνώματα «Β» Κλάσεως.

(ιι) Θά ἐγκαθίσταται σύστημα ἀνιχνεύσεως τῆς πυρκαϊᾶς ἐγκεκριμένου τύπου διατεταγμένον οὕτω πως ὥστε νά ἐντοπίζῃ τήν παρουσίαν πυρκαϊᾶς ἐντός ὅλων τῶν περικλείστων χώρων προοριζομένων ἵνα χρησιμοποιηθοῦν ὑπό ἤ ἐξυπηρετήσουν ἐπιβάτας ἤ πλήρωμα (ἐκτός τῶν χώρων οἱ ὁποῖοι δέν παρουσιάζουν οὐσιώδη κίνδυνον πυρκαϊᾶς) καί νά δεικνύῃ αὐτομάτως, εἰς ἕνα ἤ περισσότερα σημεῖα ἤ σταθμούς, ἔνθα τό ταχύτερον δυνατόν θά παρατηρηθῇ ὑπό τῶν ἀξιωματικῶν καί τοῦ πληρώματος, τήν παρουσίαν ἤ ἔνδειξιν πυρκαϊᾶς καθώς ἐπίσης καί τήν θέσιν ἐκδηλώσεως ταύτης.

Κανονισμός 41

*'Επιστρώσεις Καταστρωμάτων***

'Επιφανειακαί ἐπιστρώσεις καταστρωμάτων ἐντός τῶν χώρων ἐνδιαιτήσεως, τῶν σταθμῶν ἐλέγχου, κλιμακοστασίων καί διαδρόμων, θά ἀποτελοῦνται ἀπό ἐγκεκριμένα ὑλικά τά ὁποῖα δέν ἀναφλέγονται εὐκόλως.

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* Γίνεται μνεία τῆς Συστάσεως ἥτις υἱοθετήθη ὑπό τοῦ 'Οργανισμοῦ διά τῆς 'Αποφάσεως Α. 166(ES.IV) ἐπί τῶν 'Οδηγιῶν διά τήν ἐκτίμησιν τῶν ἐπί τῆς Πυρκαϊᾶς 'Επικινδύνων 'Ιδιοτήτων τῶν 'Υλικῶν.

** Γίνεται μνεία τῆς Συστάσεως ἥτις υἱοθετήθη ὑπό τοῦ 'Οργανισμοῦ διά τῆς 'Αποφάσεως Α.214 (VII) ἀφορῶσα εἰς τάς Βελτιωμένας Προκαταρκτικάς 'Οδηγίας ἐπί τῶν Διαδικασιῶν Δοκιμῆς τῶν 'Επιφανειακῶν 'Επιστρώσεων Καταστρωμάτων

Κανονισμός 42

Προστασία κλιμάκων καί ἀνυψωτήρων χώρων 'Ενδιαιτήσεως καί 'Υπηρεσίας

(α) Ὅλαι αἱ κλίμακες καί τά μέσα διαφυγῆς ἐντός τῶν χώρων ἐνδιαιτήσεως καί τῶν ὑπηρετικῶν θά εἶναι ἐκ χάλυβος ἤ ἐξ ἄλλου καταλλήλου ὑλικοῦ.

(β) 'Οχετοί ἀνελκυστήρων δι' ἐπιβάτας ἤ ὑπηρετικῶν, κατακόρυφοι ὀχετοί διά τόν φωτισμόν καί ἀερισμόν τῶν χώρων ἐπιβατῶν κ.λπ., θά κατασκευάζωνται ὑπό τμημάτων Κλάσεως «Α». Αἱ θύραι θά εἶναι χαλύβδιναι ἤ ἐξ ἄλλου ἰσοδυνάμου ὑλικοῦ καί ὅτε αὗται εἶναι κλεισταί θά ἐξασφαλίζουν ἀντίστασιν κατά τῆς πυρκαϊᾶς τοὐλάχιστον ἐξ ἴσου ἀποτελεσματικήν πρός τούς ὀχετούς ἐπί τῶν ὁποίων εἶναι προσηρμοσμέναι.

Κανονισμός 43

Προστασία Σταθμῶν 'Ελέγχου καί 'Αποθηκῶν

(α) Οἱ σταθμοί ἐλέγχου θά εἶναι κεχωρισμένοι ἀπό τοῦ ὑπολοίπου πλοίου διά διαφραγμάτων καί καταστρωμάτων. κλάσεως «Α»

(β) Τά περικλείοντα διαφράγματα τῶν ἀποθηκῶν ἀποσκευῶν, τῶν χώρων ταχυδρομείου, τῶν ἀποθηκῶν ἐφοδίων, χρωμάτων καί φανῶν, τῶν μαγειρείων καί παρεμφερῶν χώρων, θά εἶναι τμήματα Κλάσεως «Α». Χῶροι περιέχοντες ἐφόδια ἐξαιρετικῶς εὔφλεκτα θά εἶναι διατεταγμένοι κατά τρόπον ὥστε νά περιορίζουν εἰς τό ἐλάχιστον τόν κίνδυνον διά τούς ἐπιβάτας ἤ τό πλήρωμα εἰς περίπτωσιν πυρκαϊᾶς.

Κανονισμός 44

Παράθυρα καί Παραφωτίδες

(α) Ὅλα τά παράθυρα καί αἱ παραφωτίδες ἐπί τῶν διαφραγμάτων τῶν διαχωριζόντων χώρους ἐνδιαιτήσεως ἀπό τό ὕπαιθρον, θά κατασκευάζωνται μετά χαλυβδίνων πλαισίων ἤ ἐξ ἄλλου ἰσοδυνάμου ὑλικοῦ. 'Η ὕαλος θά συγκρατῆται διά μεταλλικῆς ἁρμοκαλύπτρας.

(β) Ὅλα τά παράθυρα καί αἱ παραφωτίδες ἐπί τῶν διαφραγμάτων ἐντός χώρων ἐνδιαιτήσεως θά κατασκευάζωνται κατά τρόπον ὥστε νά διατηροῦνται αἱ ἀπαιτήσεις ἀκεραιότητος τοῦ τύπου τῶν διαφραγμάτων ἐπί τῶν ὁποίων εἶναι τοποθετημένα.

Κανονισμός 45

Συστήματα 'Αερισμοῦ

'Ο μηχανικός ἀερισμός τῶν χώρων μηχανῶν δέον ὅπως δύναται νά κρατῆται ἀπό εὐχερῶς προσπελάσιμον θέσιν ἐκτός τῶν χώρων μηχανῶν.

Κανονισμός 46

Λεπτομέρειαι Κατασκευῆς

(α) Χρώματα, βερνίκια καί παρεμφερῆ παρασκευάσματα ἔχοντα βάσιν τήν νιτροκυτταρίνην ἤ ἄλλην λίαν εὔφλεκτον βάσιν δέν θά χρησιμοποιοῦνται εἰς οἱονδήποτε μέρος τοῦ πλοίου.

(β) Σωλῆνες διερχόμενοι διά τμημάτων Κλάσεων «Α» καί «Β» θά εἶναι ἐξ ὑλικοῦ ἐγκεκριμένου ὑπό τῆς 'Αρχῆς, λαμβανομένης ὑπ' ὄψιν τῆς θερμοκρασίας εἰς τήν ὁποίαν τά τμήματα ταῦτα ἀπαιτεῖται νά ἀνθίστανται. Σωλῆνες διοχετεύοντες πετρέλαιον ἤ εὔφλεκτα ὑγρά θά εἶναι ἐξ ὑλικοῦ ἐγκεκριμένου ὑπό τῆς 'Αρχῆς, λαμβανομένου ὑπ' ὄψιν τοῦ κινδύνου πυρκαϊᾶς. Δέν θά χρησιμοποιοῦνται ὑλικά εὐκόλως προσβαλλόμενα ὑπό τῆς θερμότητος διά τήν κατασκευήν τῶν ἐξερχομένων τοῦ σκάφους ὀχετῶν ἐξαγωγῶν ὑγιεινῆς καί ἄλλων ἐξαγωγῶν κειμένων πλησίον τῆς ἰσάλου γραμμῆς καί ὅπου ἡ φθορά τοῦ ὑλικοῦ εἰς περίπτωσιν πυρκαϊᾶς δύναται νά προκαλέσῃ κίνδυνον κατακλύσεως.

(γ) 'Εντός χώρων περιλαμβανόντων κυρίας μηχανάς προώσεως, ἤ πετρελαιολέβητας, ἤ βοηθητικάς μηχανάς ἐσωτερικῆς καύσεως ὁλικῆς ἱπποδυνάμεως 746 KW ἤ περισσοτέρων, θά λαμβάνωνται τά ἀκόλουθα μέτρα:

(ι) Αἱ ἀναφωτίδες θά δύνανται νά κλείωνται ἐκ τοῦ ἐξωτερικοῦ τοῦ χώρου.

(ιι) Αἱ ἀναφωτίδες αἱ ἔχουσαι ὑάλινα διαφράγματα θά ἐφοδιάζωνται δι' ἐξωτερικῶν χαλυβδίνων καλυμμάτων, ἤ ἐξ ἄλλου ἰσοδυνάμου ὑλικοῦ, μονίμως προσηρτημένων.

(ιιι) Πᾶν παράθυρον ἐπιτρεπόμενον ὑπό τῆς 'Αρχῆς ἐπί τῶν φωταγωγῶν τοιούτων χώρων, θά εἶναι μονίμως κλειστοῦ τύπου καί θά ἐφοδιάζεται διά ἐξωτερικοῦ χαλυβδίνου καλύμματος, ἤ ἐξ ἄλλου ἰσοδυνάμου ὑλικοῦ, μονίμως προσηρτημένου, καί

(ιν) Εἰς τά παράθυρα καί τάς ἀναφωτίδας τάς ἀναφερομένας εἰς τά ἐδάφια (ι), (ιι) καί (ιιι) τῆς παρούσης παραγράφου, θά χρησιμοποιῆται ὕαλος ἐνισχυμένου διά σύρματος τύπου.

Κανονισμός 47

Συστήματα 'Ανιχνεύσεως καί 'Εξοπλισμοί Κατασβέσεως τῆς Πυρκαϊᾶς

(α) *Περιπολίαι καί 'Ανίχνευσις*

(ι) Εἰς ἅπαντα τά πλοῖα θά διατηρῆται μία ἀποδοτική ὑπηρεσία περιπολίας, εἰς τρόπον ὥστε νά δύναται νά ἐλέγχεται ἐγκαίρως πᾶσα ἐκδήλωσις πυρκαϊᾶς. Χειροκίνητοι ἀναγγελτῆρες θά ἐγκαθίστανται εἰς πάντας τούς χώρους ἐνδιαιτήσεως ἐπιβατῶν καί πληρώματος, ἵνα δύνανται οἱ περιπολοῦντες νά δίδουν ἀμέσως ἀναγγελίαν εἰς τήν γέφυραν ἤ εἰς τόν σταθμόν ἐλέγχου πυρκαϊᾶς

(ιι) Θά προβλέπεται ἐγκεκριμένον σύστημα ἀναγγελίας ἤ σύστημα ἀνιχνεύσεως πυρκαϊᾶς, τό ὁποῖον θά ἀναγγέλῃ αὐτομάτως εἰς ἕνα ἤ καί περισσότερα κατάλληλα σημεῖα ἤ σταθμούς, τήν ὕπαρξιν ἤ ἐκδήλωσιν πυρκαϊᾶς καί τήν θέσιν αὐτῆς εἰς οἱονδήποτε χῶρον τοῦ πλοίου ὁ ὁποῖος, κατά τήν γνώμην τῆς 'Αρχῆς, δέν εἶναι προσιτός εἰς τήν ὑπηρεσίαν περιπολίας, ἐκτός ἐάν ἤθελεν ἀποδειχθῇ, κατά τήν κρίσιν τῆς 'Αρχῆς ὅτι τό πλοῖον ἐκτελεῖ πλόας τοιαύτης μικρᾶς διαρκείας ὥστε νά μή δικαιολογῆται ἡ ἐφαρμογή τῆς παρούσης διατάξεως.

(ιιι) Τό πλοῖον, ἀνεξαρτήτως ἐάν πρόκειται περί νέου ἤ ὑπάρχοντος, θά εἶναι διαρκῶς, ὅτε εὑρίσκεται ἐν πλῷ ἤ ἐν λιμένι (ἐκτός ὅτε εὑρίσκεται ἐν παροπλισμῷ), οὕτω ἐπηνδρωμένον ἤ ἐφοδιασμένον ὥστε νά ἐξασφαλίζηται ὅτι οἱαδήποτε ἀρχική ἀναγγελία πυρκαϊᾶς περιέρχεται ἀμέσως εἰς ἕν ὑπεύθυνον μέλος τοῦ πληρώματος.

(β) *'Αντλίαι Πυρκαϊᾶς καί Κύριον Σύστημα Σωληνώσεων Πυρκαϊᾶς*

Τό πλοῖον θά ἐφοδιάζεται διά ἀντλιῶν πυρκαϊᾶς κυρίων σωληνώσεων πυρκαϊᾶς.

λήψεων πυρκαϊᾶς, εὐκάμπτων σωλήνων πυρκαϊᾶς, συμφώνων πρός τάς διατάξεις τοῦ Κανονισμοῦ 5 τοῦ παρόντος Κεφαλαίου καί θά συμμορφοῦται πρός τάς ἀκολούθους ἀπαιτήσεις:

(ι) Ἐπί πλοίου 4.000 κόρων ὁλικῆς χωρητικότητος καί ἄνω, θά προβλέπωνται, τοὐλάχιστον, τρεῖς ἀνεξαρτήτου κινήσεως ἀντλίαι πυρκαϊᾶς καί ἐπί πλοίου μικροτέρας τῶν 4.000 κόρων ὁλικῆς χωρητικότητος, τοὐλάχιστον δύο τοιαῦται ἀντλίαι πυρκαϊᾶς.

(ιι) Ἐπί πλοίου 1.000 κόρων ὁλικῆς χωρητικότητος καί ἄνω, ἡ διάταξις τῶν συνδέσμων θαλάσσης, τῶν ἀντλιῶν πυρκαϊᾶς καί πηγῶν ἐνεργείας διά τήν λειτουργίαν αὐτῶν, θά εἶναι τοιαύτη ὥστε νά ἐξασφαλίζηται ὅτι ἡ πυρκαϊά εἰς οἱονδήποτε διαμέρισμα δέν θά θέσῃ ἐκτός ἐνεργείας ἁπάσας τάς ἀντλίας πυρκαϊᾶς.

(ιιι) Ἐπί πλοίου κατωτέρας τῶν 1.000 κόρων ὁλικῆς χωρητικότητος αἱ διατάξεις θά τυγχάνουν τῆς ἐγκρίσεως τῆς Ἀρχῆς.

(γ) *Λήψεις Πυρκαϊᾶς, Εὔκαμπτοι Σωλῆνες Πυρκαϊᾶς καί Ἀκροσωλήνια*

(ι) Τό πλοῖον θά εἶναι ἐφοδιασμένον δι' εὐκάμπτων σωλήνων πυρκαϊᾶς ὁ ἀριθμός τῶν ὁποίων θά τυγχάνῃ τῆς ἐγκρίσεως τῆς Ἀρχῆς. Θά ὑπάρχῃ τοὐλάχιστον εἷς εὔκαμπτος σωλήν δι' ἑκάστην ἐκ τῶν λήψεων πυρκαϊᾶς τῶν ἀπαιτουμένων ὑπό τοῦ Κανονισμοῦ 5 (δ) τοῦ παρόντος Κεφαλαίου καί οἱ εὔκαμπτοι σωλῆνες θά χρησιμοποιοῦνται μόνον πρός σβέσιν πυρκαϊῶν ἤ διά τήν δοκιμήν, τῶν πυροσβεστικῶν συσκευῶν κατά τά γυμνάσια πυρκαϊᾶς καί τάς ἐπιθεωρήσεις.

(ιι) Εἰς τούς χώρους ἐνδιαιτήσεως, ὑπηρετικούς καί Μηχανῶν ὁ ἀριθμός καί ἡ θέσις τῶν λήψεων πυρκαϊᾶς θά εἶναι τοιοῦτος ὥστε νά πληροῦνται αἱ ἀπαιτήσεις τοῦ Κανονισμοῦ 5 (δ) τοῦ παρόντος Κεφαλαίου, ὅτε ἅπασαι αἱ ὑδατοστεγεῖς θύραι καί ἅπασαι αἱ θύραι ἐπί τῶν διαφραγμάτων τῶν κυρίων κατακορύφων ζωνῶν εἶναι κλεισταί.

(ιιι) Αἱ διατάξεις θά εἶναι τοιαῦται ὥστε τοὐλάχιστον δύο προβολαί ὕδατος νά δύνανται νά φθάνουν εἰς οἱονδήποτε τμῆμα οἱουδήποτε χώρου φορτίου ὅτε οὗτος εἶναι κενός.

(ιv) Ὅλαι αἱ ἀπαιτούμεναι λήψεις πυρκαϊᾶς εἰς χώρους μηχανοστασίου τῶν πλοίων μετά πετρελαιολεβήτων ἤ μηχανῶν τύπου ἐσωτερικῆς καύσεως διά τήν πρόωσιν των θά εἶναι ἐφοδιασμέναι δι' εὐκάμπτων σωλήνων πυρκαϊᾶς ἐχόντων, ἀκροσωλήνια ἀπαιτούμενα ἐν τῷ Κανονισμῷ 5 (ζ) τοῦ παρόντος Κεφαλαίου.

(δ) *Σύνδεσμος Διεθνοῦς Τύπου Συνδέσεως μετά τῆς Ξηρᾶς*

(ι) Πᾶν πλοῖον ὁλικῆς χωρητικότητος 1.000 κόρων καί ἄνω θά εἶναι ἐφοδιασμένον δι' ἑνός, τοὐλάχιστον, συνδέσμου διεθνοῦς τύπου συνδέσεως μετά τῆς ξηρᾶς, συμφώνου πρός τάς διατάξεις τοῦ Κανονισμοῦ 5 (η) τοῦ παρόντος Κεφαλαίου.

(ιι) Θά διατίθενται εὐκολίαι καθιστῶσαι τόν τοιοῦτον σύνδεσμον χρησιμοποιήσιμον εἰς ἑκατέραν τῶν πλευρῶν τοῦ πλοίου.

(ε) *Φορητοί Πυροσβεστῆρες εἰς Χώρους Ἐνδιαιτήσεως, Ὑπηρετικούς Χώρους καί Σταθμούς Ἐλέγχου*

Τό πλοῖον θά εἶναι ἐφοδιασμένον εἰς τούς χώρους ἐνδιαιτήσεως καί ὑπηρετικούς ὡς καί εἰς τούς σταθμούς ἐλέγχου διά τοιούτων ἐγκεκριμένων φορητῶν πυροσβεστήρων, τούς ὁποίους ἡ Ἀρχή ἤθελεν κρίνῃ ὅτι τυγχάνουν κατάλληλοι καί ἐπαρκεῖς.

(στ) *Διατάξεις Μονίμου Συστήματος Κατασβέσεως Πυρκαϊᾶς εἰς Χώρους Φορτίου*

(ι) Οἱ χῶροι φορτίου πλοίων ὁλικῆς χωρητικότητος 1.000 κόρων καί ἄνω, προστατεύωνται δι' ἑνός μονίμου συστήματος κατασβέσεως πυρκαϊᾶς δι' ἀερίου, συμφώνου πρός τάς διατάξεις τοῦ Κανονισμοῦ 8 τοῦ παρόντος Κεφαλαίου.

(ιι) Ὅπου εἶναι φανερόν, κατ' ἐκτίμησιν τῆς Ἀρχῆς, ὅτι ἕν πλοῖον ἐκτελεῖ ταξείδια τοιαύτης μικρᾶς διαρκείας ὥστε ἡ ἐφαρμογή τῶν ἀπαιτήσεων τοῦ ἐδαφίου (ι) τῆς παρούσης παραγράφου θά ἦτο παράλογος, ὡς ἐπίσης καί διά πλοῖα ὁλικῆς χωρητικότητος μικροτέρας τῶν 1.000 κόρων, αἱ διατάξεις εἰς τούς χώρους τοῦ φορτίου θά τυγχάνουν τῆς ἐγκρίσεως τῆς Ἀρχῆς.

(ζ) *Συσκευαί Σβέσεως Πυρκαϊᾶς ἐντός Λεβητοστασίων κ.λπ.*

Ὅπου περιέχονται κύριοι ἤ βοηθητικοί πετρελαιολέβητες ἤ ἐντός χώρων περιεχόντων μηχανήματα διά τήν καῦσιν τοῦ πετρελαίου ἤ δεξαμενάς κατακαθίσεως πετρελαίου, τό πλοῖον θά ἐφοδιάζεται διά τῶν κατωτέρω διατάξεων:

(ι) Θά ὑπάρχῃ ἕν οἱονδήποτε τῶν κατωτέρω μονίμων συστημάτων κατασβέσεως πυρκαϊᾶς:

(1) Σύστημα ραντίσεως ὕδατος ὑπό πίεσιν πληροῦν τάς διατάξεις τοῦ Κανονισμοῦ 11 τοῦ παρόντος Κεφαλαίου.

(2) Σύστημα ἀερίου πληροῦν τάς διατάξεις τοῦ Κανονισμοῦ 8 τοῦ παρόντος Κεφαλαίου.

(3) Σύστημα ἀφροῦ πληροῦν τάς διατάξεις τοῦ Κανονισμοῦ 9 τοῦ παρόντος Κεφαλαίου. (Ἡ Ἀρχή δύναται νά ἀπαιτήσῃ μονίμους ἤ κινητάς διατάξεις ὕδατος ὑπό πίεσιν ἤ ραντισμοῦ ἀφροῦ διά τήν καταπολέμησιν τῆς πυρκαϊᾶς ἐπί τῶν ἐλασμάτων τοῦ δαπέδου).

Εἰς ἑκάστην περίπτωσιν, ἐάν τά μηχανοστάσια καί τά λεβητοστάσια δέν εἶναι ἐντελῶς κεχωρισμένα ἤ ἐάν πετρέλαιον καύσιμον δύναται νά διαρρεύσῃ ἐκ τοῦ λεβητοστασίου εἰς τούς ὑδροσυλλέκτας τοῦ μηχανοστασίου, τό σύνολον τῶν μηχανοστασίων καί λεβητοστασίων θά θεωρῆται ὡς ἕν διαμέρισμα.

(ιι) Θά ὑπάρχουν δύο τοὐλάχιστον φορητοί πυροσβεστῆρες παρέχοντες ἀφρόν ἤ ἕτερον ἐγκεκριμένον κατάλληλον ὑλικόν διά τήν σβέσιν πυρκαϊῶν πετρελαίου εἰς ἕκαστον χῶρον ἐναύσεως λεβήτων ἑκάστου λεβητοστασίου καί εἰς ἕκαστον χῶρον εἰς τόν ὁποῖον ὑπάρχει μέρος τῆς ἐγκαταστάσεως καυσίμου πετρελαίου. Θά ὑπάρχῃ εἰς τοὐλάχιστον πυροσβεστήρ ἀφροῦ ἐγκεκριμένου τύπου, περιεκτικότητος τοὐλάχιστον 136 λίτρων (30 γαλλονίων) ἤ ἰσοδυνάμου, ἐντός ἑκάστου λεβητοστασίου. Οἱ πυροσβεστῆρες οὗτοι θά ἐφοδιάζωνται δι' εὐκάμπτων σωλήνων ἐπί ἐξελίκτρων διά νά δύνανται νά φθάνουν εἰς οἱονδήποτε μέρος τοῦ λεβητοστασίου καί χώρους περιέχοντας οἱονδήποτε τμῆμα τῶν ἐγκαταστάσεων καυσίμου πετρελαίου.

(ιιι) Ἐντός ἑκάστου χώρου ἐναύσεως λεβήτων θά ὑπάρχῃ δοχεῖον περιέχον ἄμμον, πριονίδια ἐμβαπτισμένα εἰς ἀνθρακικόν νάτριον ἤ ἕτερον ἐγκεκριμένον ξηρόν ὑλικόν, εἰς ποσότητα τήν ὁποίαν ἤθελε καθορίσει ἡ Ἀρχή. Ἐναλλακτικῶς δύναται νά ἀντικατασταθῇ δι' ἑνός φορητοῦ πυροσβεστῆρος ἐγκεκριμένου τύπου.

(η) *Συσκευαί Σβέσεως Πυρκαϊᾶς ἐντός Χώρων Περιεχόντων Μηχανάς Τύπου Ἐσωτερικῆς Καύσεως*

Ὅπου χρησιμοποιοῦνται μηχαναί τύπου ἐσωτερικῆς καύσεως, εἴτε διά κυρίαν πρόωσιν ἤ δι' ἑτέρους βοηθητικούς σκοπούς ὅτε αἱ μηχαναί αὗται ἔχουν ἀθροιστικῶς συνολικήν ἰσχύν οὐχί μικροτέραν τῶν 746 kw, τό πλοῖον θά ἐφοδιάζεται διά τῶν κατωτέρω διατάξεων:

(ι) Θά ὑπάρχῃ ἕν ἐκ τῶν συστημάτων κατασβέσεως πυρκαϊᾶς τῶν ἀπαιτουμένων ὑπό τοῦ ἐδαφίου (ζ)(ι) τοῦ παρόντος Κανονισμοῦ.

(ιι) Θά ὑπάρχῃ ἐντός ἑκάστου χώρου μηχανῶν εἷς ἐγκεκριμένου τύπου πυροσβεστήρ ἀφροῦ περιεκτικότητος οὐχί μικροτέρας τῶν 45 λίτρων (10 γαλλονίων) ἤ ἰσοδυνάμου καί ἐπίσης εἷς ἐγκεκριμένου τύπου φορητός πυροσβεστήρ ἀφροῦ ἀνά 746 KW ἰσχύος τῶν μηχανῶν ἤ ποσοστόν αὐτῶν, ὅμως ὁ συνολικός ἀριθμός τῶν φορητῶν πυροσβεστήρων κατά τά ἀνωτέρω ἀπαιτουμένων, δέν δύναται νά εἶναι μικρότερος τῶν δύο οὐδέ ἀπαιτεῖται νά ὑπερβαίνῃ τούς ἕξ.

(θ) *Διατάξεις Σβέσεως Πυρκαϊᾶς εἰς Χώρους περιέχοντας Ἀτμοστροβίλους καί μή ἀπαιτούντων οἱανδήποτε Μόνιμον Ἐγκατάστασιν*

Ἡ Ἀρχή δέον νά ἀντιμετωπίζῃ μετ' ἰδιαιτέρας προσοχῆς τό θέμα τοῦ ἐφοδιασμοῦ διά διατάξεων καταπολεμήσεως τῆς πυρκαϊᾶς τῶν χώρων οἱ ὁποῖοι περιέχουν ἀτμοστροβίλους κεχωρισμένους ἀπό τά λεβητοστάσια διά στεγανῶν φρακτῶν.

(ι) *Ἐξάρτησις Πυροσβέστου καί Ἀτομικός ἐξοπλισμός*

(ι) Ὁ κατώτατος ἀριθμός τῶν ἐξαρτήσεων πυροσβέστου τῶν πληρουσῶν τάς ἀπαιτήσεις τοῦ Κανονισμοῦ 14 τοῦ παρόντος Κεφαλαίου ὡς καί τῶν προσθέτων σειρῶν ἀτομικοῦ ἐξοπλισμοῦ, ἑκάστης τοιαύτης σειρᾶς περιλαμβανούσης τά ὑπό τῶν ἐδαφίων (α)(ι), (ιι) καί (ιιι) τοῦ Κανονισμοῦ ἐκείνου ἀπαιτούμενα εἴδη, αἱ ὁποῖαι δέον νά φέρωνται θά ἔχῃ ὡς ἑξῆς:

(1) Δύο ἐξαρτήσεις πυροσβέστου καί ἐπιπροσθέτως

(2) Διά κάθε 80 μέτρα (ἤ 262 πόδας) ἤ τμῆμα αὐτῶν, τοῦ ἀθροίσματος τῶν μηκῶν ὅλων τῶν χώρων ἐπιβατῶν καί τῶν ὑπηρετικῶν χώρων ἐπί τοῦ φέροντος τοιούτους χώρους καταστρώματος ἤ, ἐάν ὑπάρχουν πλείονα τοιαῦτα καταστρώματα, ἐπί τοῦ καταστρώματος ὅπερ ἔχει τό μεγαλύτερον ἄθροισμα τοιούτων μηκῶν, δύο ἐξαρτήσεις πυροσβέστου καί δύο σειραί ἀτομικοῦ ἐξοπλισμοῦ, ἑκάστης τοιαύτης σειρᾶς περιλαμβανούσης τά ὑπό τῶν ἐδαφίων (α)(ι), (ιι) καί (ιιι) τοῦ Κανονισμοῦ 14 τοῦ παρόντος Κεφαλαίου ἀπαιτούμενα εἴδη.

(ιι) Δι' ἑκάστην ἐξάρτησιν πυροσβέστου ἡ ὁποία περιλαμβάνει μίαν αὐτόνομον ἀναπνευστικήν συσκευήν, ὡς προβλέπεται ὑπό τοῦ Κανονισμοῦ 14 (β) τοῦ παρόντος Κεφαλαίου, θά φέρωνται ἀμοιβαί γομώσεις εἰς ἐγκεκριμένην ὑπό τῆς Ἀρχῆς κλίμακα.

(ιιι) Ἐξαρτήσεις πυροσβέστου καί σειραί ἀτομικοῦ ἐξοπλισμοῦ θά φυλάσσωνται εἰς θέσεις εὐρέως κεχωρισμένας, ἕτοιμαι πρός χρῆσιν. Τοὐλάχιστον δύο ἐξαρτήσεις πυροσβέστου καί μία σειρά ἀτομικοῦ ἐξοπλισμοῦ θά διατίθενται εἰς ἑκάστην θέσιν.

Κανονισμός 48

Μέσα Διαφυγῆς

(α) Ἐντός καί ἐξ ὅλων τῶν χώρων ἐνδιαιτήσεως τῶν ἐπιβατῶν καί τοῦ πληρώματος καί τῶν χώρων οἵτινες χρησιμοποιοῦνται ὑπό τοῦ πληρώματος, ἐξαιρέσει τῶν χώρων μηχανῶν, θά προβλέπωνται κλίμακες καί κατακόρυφοι κλίμακες, εἰς τρόπον ὥστε νά ὑπάρχουν μέσα ἀμέσου διαφυγῆς πρός τό κατάστρωμα ἐπιβιβάσεως ἐπί τῶν σωσιβίων λέμβων. Ἰδιαιτέρως θά λαμβάνωνται αἱ κάτωθι προφυλάξεις:

(ι) Δύο μέσα διαφυγῆς, τό ἕν τοὐλάχιστον τῶν ὁποίων θά εἶναι ἐλεύθερον στεγανῶν θυρῶν, θά προβλέπωνται δι' ἕκαστον στεγανόν διαμέρισμα ἤ ὁμοίως περιωρισμένου χώρου ἤ συγκροτήματος χώρων κάτωθεν τοῦ καταστρώματος στεγανῶν.
Ἡ Ἀρχή δύναται νά ἀπαλλάξῃ τοῦ ἑνός ἐκ τῶν μέσων τούτων, λαμβανομένης ὑπ' ὄψιν τῆς φύσεως καί τῆς θέσεως τῶν ἀφορώντων χώρων καί τοῦ ἀριθμοῦ τῶν προσώπων τά ὁποῖα κανονικῶς δύνανται νά ἐνδιαιτῶνται ἤ νά ἀπασχολοῦνται ἐκεῖ.

(ιι) Ἄνωθεν τοῦ καταστρώματος στεγανῶν θά ὑπάρχουν δύο τοὐλάχιστον μέσα διαφυγῆς ἐξ ἑκάστης κυρίας κατακορύφου ζώνης ἤ ἄλλου ὁμοίως περιωρισμένου χώρου ἤ συγκροτήματος χώρων, ἐκ τῶν ὁποίων τό ἕν τοὐλάχιστον θά δίδῃ πρόσβασιν εἰς κλίμακα ἥτις συνιστᾷ κατακόρυφον διέξοδον.

(ιιι) Τό ἕν τοὐλάχιστον μέσον διαφυγῆς θά εἶναι διά μέσου μιᾶς εὐκόλως προσιτῆς κλίμακος μετά περιφράγματος, τό ὁποῖον θά προβλέπῃ, ὅσον εἶναι πρακτικῶς δυνατόν, συνεχῆ προκάλυψιν ἀπό τό πῦρ ἐκ τοῦ σημείου ἐκδηλώσεως αὐτοῦ μέχρι τοῦ καταστρώματος ἐπιβιβάσεως ἐπί τῶν λέμβων. Τό πλάτος, ὁ ἀριθμός καί ἡ συνέχισις τῶν κλιμάκων θά τυγχάνουν τῆς ἐγκρίσεως τῆς Ἀρχῆς.

(β) Ἐντός τῶν χώρων μηχανῶν θά προβλέπωνται δύο μέσα διαφυγῆς, ἐξ ἑκάστου μηχανοστασίου, σήραγγος ἀξόνων καί λεβητοστασίου, τό ἕν ἐκ τῶν ὁποίων δύναται νά εἶναι μία στεγανή θύρα. Ἐντός τῶν χώρων μηχανῶν, ὅταν δέν ὑπάρχῃ στεγανή θύρα, τά δύο μέσα διαφυγῆς θά συνίστανται ἐκ δύο συγκροτημάτων κλιμάκων χαλυβδίνων, εἰς ὅσον τό δυνατόν μεγαλυτέραν μεταξύ αὐτῶν ἀπόστασιν, αἵτινες θά ἄγουν εἰς τάς θύρας ἐπί τοῦ φωταγωγοῦ τοῦ μηχανοστασίου, ὁμοίως κεχωρισμένων μεταξύ των καί διά τῶν ὁποίων θά προβλέπεται διαφυγή πρός τό κατάστρωμα ἐπιβιβάσεως ἐπί τῶν λέμβων. Εἰς τήν περίπτωσιν πλοίων ὁλικῆς χωρητικότητος μικροτέρας τῶν 2.000 κόρων, ἡ Ἀρχή δύναται νά ἀπαλλάξῃ τῆς παρούσης ἀπαιτήσεως, λαμβανομένου ὑπ' ὄψιν τοῦ πλάτους καί τῆς διατάξεως τοῦ φωταγωγοῦ.

Κανονισμός 49

Καύσιμον Πετρέλαιον χρησιμοποιούμενον εἰς Μηχανάς Ἐσωτερικῆς Καύσεως

Δέν θά χρησιμοποιῆται μηχανή ἐσωτερικῆς καύσεως δι' οἱανδήποτε μόνιμον ἐγκατάστασιν ἐπί πλοίου, ἐάν τό καύσιμον της ἔχει σημεῖον ἀναφλέξεως μικρότερον τῶν 43 Κελσίου (110° Φαρενάϊτ) (δοκιμή κλειστοῦ δοχείου) ὡς τοῦτο καθορίζεται διά μιᾶς ἐγκεκριμένης συσκευῆς ὑπολογισμοῦ σημείου ἀναφλέξεως.

Κανονισμός 50

Εἰδικαί Διατάξεις ἐντός τῶν Χώρων Μηχανῶν

(α) Θά προβλέπωνται μέσα διά τήν κράτησιν τῶν ἀνεμιστήρων τῶν ἐξυπηρετούντων τούς χώρους μηχανῶν καί φορτίου καί διά τό κλείσιμον πασῶν τῶν θυρῶν, τῶν ἀνεμιστήρων, τῶν δακτυλιοειδῶν χώρων πέριξ τῶν καπνοδόχων καί τῶν ἄλλων ἀνοιγμάτων τῶν χώρων τούτων. Τά μέσα ταῦτα θά δύνανται νά χειρίζωνται ἐξωτερικῶς τῶν χώρων τούτων εἰς τήν περίπτωσιν πυρκαϊᾶς.

(β) Τά μηχανήματα τά κινοῦντα τούς ἀνιμευστῆρας τεχνητοῦ ἑλκυσμοῦ δι' ἐμφυσήσεως καί ἀναρροφήσεως, αἱ ἀντλίαι μεταγγίσεως πετρελαίου καυσίμου, αἱ ἀντλίαι τῶν μονάδων καυσίμου πετρελαίου καί αἱ λοιπαί ὅμοιαι ἀντλίαι καυσίμου, θά ἐφοδιάζωνται διά μέσων χειρισμοῦ ἐξ ἀποστάσεως, κειμένων ἐξωτερικῶς τῶν ἀντιστοίχων χώρων, εἰς τρόπον ὥστε νά δύνανται νά κρατοῦνται εἰς τήν περίπτωσιν ἐκδηλώσεως πυρκαϊᾶς ἐντός τοῦ χώρου ἐντός τοῦ ὁποίου εἶναι ἐγκατεστημέναι.

(γ) Ἑκάστη σωλήνωσις ἀναρροφήσεως πετρελαίου καυσίμου ἀγομένη ἐκ πετρελαιοδεξαμενῆς κατακαθίσεως ἤ ὑπηρετικῆς πετρελαιοδεξαμενῆς κειμένων ἄνωθεν τῶν διπυθμένων, θά ἐφοδιάζεται διά κρουνοῦ ἤ ἐπιστομίου δυναμένου νά κλείεται ἔξωθεν τοῦ ἀντιστοίχου χώρου εἰς τήν περίπτωσιν ἐκδηλώσεως πυρκαϊᾶς ἐντός τοῦ χώρου ἐντός τοῦ ὁποίου εὑρίσκονται αὗται. Εἰς τήν εἰδικήν περίπτωσιν πετρελαιοδεξαμενῶν κύτους (deep tanks) κειμένων ἐντός οἱασδήποτε σήραγγος ἀξόνων ἤ σήραγγος σωληνώσεων, θά τοποθετοῦνται ἐπιστόμια ἐπί τῶν πετρελαιοδεξαμενῶν τούτων, ἀλλά, εἰς τήν περίπτωσιν πυρκαϊᾶς, θά δύνανται νά κλείωνται διά μέσου ἐπιπροσθέτου ἐπιστομίου κειμένου ἐπί τῆς σωληνώσεως ἤ τῶν σωληνώσεων, ἔξωθεν τῆς σήραγγος ἤ τῶν σηράγγων.

ΜΕΡΟΣ Δ' — ΜΕΤΡΑ ΠΥΡΑΣΦΑΛΕΙΑΣ ΔΙΑ ΦΟΡΤΗΓΑ ΠΛΟΙΑ*

Κανονισμός 51

Γενικαί Ἀπαιτήσεις διά Φορτηγά Πλοῖα Ὁλικῆς Χωρητικότητος ἄνω τῶν 4.000 κ.ο.χ. ἐκτός τῶν Δεξαμενοπλοίων περί ὧν τό Μέρος Ε' τοῦ παρόντος Κεφαλαίου

(α) Τό σκάφος, τά ὑπερκατασκευάσματα, τά διαφράγματα τοῦ σκάφους, τά καταστρώματα καί τά ὑπερστεγάσματα θά κατασκευάζωνται ἐκ χάλυβος, ἐξαιρέσει ὅπου ἡ Ἀρχή δύναται εἰς εἰδικάς περιπτώσεις νά ἐγκρίνη τήν χρῆσιν ἄλλου ὑλικοῦ, λαμβανομένου ὑπ' ὄψιν τοῦ κινδύνου πυρκαϊᾶς.

(β) Ἐντός τῶν χώρων ἐνδιαιτήσεως, τά διαφράγματα τῶν διαδρόμων θά εἶναι ἐκ χάλυβος ἤ δύνανται νά κατασκευάζωνται φατνώματα Κλάσεως «Β».

(γ) Αἱ ἐπιστρώσεις, ἐντός τῶν χώρων ἐνδιαιτήσεως, ἐπί τῶν καταστρωμάτων τά ὁποῖα σχηματίζουν τήν ὀροφήν τῶν χώρων μηχανῶν ἤ φορτίου θά εἶναι τύπου μή εὐκόλως ἀναφλεγομένου **.

(δ) Αἱ ἐσωτερικαί κλίμακες κάτωθεν τοῦ ἐκτεθειμένου εἰς τό ὕπαιθρον καταστρώματος θά εἶναι ἐκ χάλυβος ἤ ἐξ ἄλλου καταλλήλου ὑλικοῦ. Οἱ ὀχετοί τῶν ἀνελκυστήρων πληρώματος ἐντός τῶν χώρων ἐνδιαιτήσεως θά εἶναι ἐκ χάλυβος ἤ ἐξ ἄλλου ἰσοδυνάμου ὑλικοῦ

(ε) Τά διαφράγματα τῶν μαγειρείων, τῶν ἀποθηκῶν χρωμάτων, φανῶν, ὑλικῶν ναυκλήρου, θά κατασκευάζωνται ἐκ χάλυβος ἤ ἐξ ἰσοδυνάμου ὑλικοῦ, ὅταν γειτνιάζουν πρός τούς χώρους ἐνδιαιτήσεως καί πρός τούς χώρους τῆς ἠλεκτρογεννητρίας κινδύνου, ἐάν ὑπάρχῃ τοιαύτη.

(στ) Ἐντός τῶν χώρων ἐνδιαιτήσεως καί τῶν χώρων μηχανῶν, δέν θά χρησιμοποιοῦνται χρώματα, βερνίκια καί παρεμφερῆ παρασκευάσματα ἔχοντα βάσιν τήν νιτροκυτταρίνην ἤ ἄλλην λίαν εὔφλεκτον βάσιν.

(ζ) Σωλῆνες διοχετεύοντες πετρέλαιον ἤ εὔφλεκτα ὑγρά θά εἶναι ἐξ ὑλικοῦ ἐγκεκριμένου ὑπό τῆς Ἀρχῆς, λαμβανομένου ὑπ' ὄψιν τοῦ κινδύνου πυρκαϊᾶς. Διά τήν κατασκευήν εὐδιαίων ἐξαγόντων εἰς τήν θάλασσαν, ἐξαγωγῶν ὑγιεινῆς καί ἄλλων σωλήνων οἵτινες ἐξάγουν πλησίον τῆς ἰσάλου γραμμῆς, δέν θά χρησιμοποιοῦνται ὑλικά προσβαλλόμενα ὑπό τῆς θερμότητος, ὅπου ἡ φθορά τοῦ ὑλικοῦ εἰς περίπτωσιν πυρκαϊᾶς δύναται νά προκαλέσῃ κίνδυνον κατακλύσεως.

(η) Ὁ τεχνητός ἀερισμός τῶν χώρων μηχανῶν θά δύναται νά κρατῆται ἐκ μιᾶς εὐκόλως προσιτῆς θέσεως ἔξωθεν τῶν χώρων μηχανῶν.

Κανονισμός 52

Συστήματα καί Ἐξοπλισμοί διά τήν Κατάσβεσιν τῆς Πυρκαϊᾶς

(α) *Ἐφαρμογή*

Ἐπί περιπτώσεων πλοίων ὁλικῆς χωρητικότητος κατωτέρας τῆς ἀναφερομένης εἰς τόν παρόντα Κανονισμόν, αἱ διατάξεις διά τά θέματα ἅτινα καλύπτονται ὑπό τοῦ παρόντος Κανονισμοῦ θά ἱκανοποιοῦν τήν Ἀρχήν.

(β) *Ἀντλίαι Πυρκαϊᾶς καί Κύρια Συστήματα Σωληνώσεων Πυρκαϊᾶς*

Πᾶν πλοῖον θά ἐφοδιάζεται δι' ἀντλιῶν πυρκαϊᾶς, κυρίων συστημάτων σωληνώσεων ὕδατος, λήψεων πυρκαϊᾶς καί εὐκάμπτων σωλήνων συμμορφουμένων πρός τόν Κανονισμόν 5 τοῦ παρόντος Κεφαλαίου, καθώς καί τάς κατωτέρω ἀπαιτήσεις:

(ι) Πᾶν πλοῖον ὁλικῆς χωρητικότητος 1.000 κόρων καί ἄνω θά ἐφοδιάζεται διά δύο μηχανοκινήτων ἀντλιῶν ἐχουσῶν ἀνεξάρτητον κίνησιν.

(ιι) Ἐπί πλοίου ὁλικῆς χωρητικότητος 1.000 κόρων καί ἄνω, ἐάν πυρκαϊά εἰς οἱονδήποτε διαμέρισμα δύναται νά θέσῃ πάσας τάς ἀντλίας ἐκτός λειτουργίας, δέον νά ὑπάρχῃ ἕτερον ἐναλλακτικόν μέσον ἐπί τοῦ πλοίου διά τήν σβέσιν τῆς πυρκαϊᾶς. Εἰς πλοῖον ὁλικῆς χωρητικότητος 2.000 κόρων καί ἄνω τό ἐναλλακτικόν τοῦτο μέσον θά εἶναι μία μόνιμος ἀντλία κινδύνου, ἔχουσα ἀνεξάρτητον κίνησιν. Ἡ ἀντλία αὕτη κινδύνου θά εἶναι ἱκανή νά ἐκτοξεύῃ δύο προβολάς ὕδατος κατά τήν κρίσιν τῆς Ἀρχῆς.

(γ) *Λήψεις Πυρκαϊᾶς, Εὔκαμπτοι Σωλῆνες καί Ἀκροσωλήνια.*

(ι) Εἰς πλοῖα ὁλικῆς χωρητικότητος 1.000 κόρων καί ἄνω, ὁ ἀριθμός τῶν εὐκάμπτων σωλήνων διά τῶν ὁποίων θά ἐφοδιάζωνται, ἑκάστου πλήρους μετά τῶν συνδέσμων καί τῶν ἀκροσωληνίων, θά εἶναι εἷς ἀνά 30 μέτρα (100 πόδας) μήκους πλοίου καί εἷς ἀνταλλακτικός, ἀλλά εἰς οὐδεμίαν περίπτωσιν μικρότερος τῶν πέντε ἐν συνόλῳ. Ὁ ἀριθμός οὗτος δέν περιλαμβάνει τούς εὐκάμπτους σωλῆνας τούς ἀπαιτουμένους εἰς οἱονδήποτε μηχανοστάσιον ἤ λεβητοστάσιον. Ἡ Ἀρχή δύναται νά αὐξήσῃ τόν ἀριθμόν τῶν ἀπαιτουμένων εὐκάμπτων σωλήνων ὥστε νά ἐξασφαλίζεται ὅτι ὑπάρχει, ἐν παντί χρόνῳ, ἐπαρκής ἀριθμός τοιούτων καί εἰς προσιτήν θέσιν, λαμβανομένου ὑπ' ὄψιν τοῦ τύπου τοῦ πλοίου καί τό εἶδος τῆς ἐκμεταλλεύσεως τούτου

(ιι) Ἐντός τῶν χώρων ἐνδιαιτήσεως, τῶν ὑπηρετικῶν καί τῶν μηχανῶν, ὁ ἀρι-

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* Γίνεται μνεία τῆς Συστάσεως ἥτις υἱοθετήθη ὑπό τοῦ Ὀργανισμοῦ διά τῆς Ἀποφάσεως A 211(VII) ἐπί τῶν Μέτρων Ἀσφαλείας διά τούς Περιοδικῶς μή Φυλασσομένους χώρους Μηχανῶν Φορτηγῶν Πλοίων, ἐπιπλέον ἐκείνων ἅτινα ὑπό ὁμαλάς συνθήκας θεωροῦνται ὡς ἀπαραίτητα διά τούς Φυλασσομένους χώρους Μηχανῶν.

** Γίνεται μνεία τῆς Συστάσεως ἥτις υἱοθετήθη ὑπό τοῦ Ὀργανισμοῦ διά τῆς Ἀποφάσεως A 214(VII) ἀφορώσης εἰς τάς Βελτιωμένας Προκαταρκτικάς Ὁδηγίας ἐπί τῶν Διαδικασιῶν Δοκιμῆς τῶν Ἐπιφανειακῶν Ἐπιστρώσεων Καταστρωμάτων.

θμός καί ἡ θέσις τῶν λήψεων πυρκαϊᾶς θά εἶναι τοιαῦτα ὥστε νά πληροῦνται αἱ ἀπαιτήσεις τῆς παραγράφου (δ) τοῦ Κανονισμοῦ 5 τοῦ παρόντος Κεφαλαίου.

(ιιι) Εἰς ἅπαντα τά πλοῖα αἱ διατάξεις θά εἶναι τοιαῦται ὥστε δύο τοὐλάχιστον προβολαί ὕδατος νά δύνανται νά φθάσουν εἰς οἱονδήποτε μέρος παντός χώρου φορτίου, ὅταν οὗτος εἶναι κενός.

(ιν) Ὅλαι αἱ ἀπαιτούμεναι λήψεις πυρκαϊᾶς ἐντός τῶν χώρων μηχανῶν πλοίων ἐχόντων πετρελαιολέβητας ἤ προωστηρίους μηχανάς τύπου ἐσωτερικῆς καύσεως, θά ἐφοδιάζωνται δι' εὐκάμπτων σωλήνων ἐχόντων ἀκροσωλήνια ἀπαιτούμενα ὑπό τῆς παραγράφου (ζ) τοῦ Κανονισμοῦ 5 τοῦ παρόντος Κεφαλαίου.

(δ) *Σύνδεσμος διεθνοῦς τύποι Συνδέσεως μετά τῆς Ξηρᾶς.*

(ι) Πᾶν πλοῖον ὁλικῆς χωρητικότητος 1.000 κόρων καί ἄνω θά ἐφοδιάζεται δι' ἑνός τοὐλάχιστον συνδέσμου διεθνοῦς τύπου συνδέσεως μετά τῆς ξηρᾶς, ὅστις θά πληροῖ τούς ὅρους τῆς παραγράφου (η) τοῦ Κανονισμοῦ 5 τοῦ παρόντος Κεφαλαίου.

(ιι) Θά ὑπάρχῃ δυνατότης ὥστε ἡ σύνδεσις αὕτη νά χρησιμοποιῆται εἰς ἑκατέραν τῶν πλευρῶν τοῦ πλοίου.

(ε) *Φορητοί Πυροσβεστῆρες ἐντός Χώρων Ἐνδιαιτήσεως καί Ὑπηρετικῶν*

Πᾶν πλοῖον θά ἐφοδιάζεται ἐντός τῶν χώρων ἐνδιαιτήσεως καί τῶν ὑπηρετικῶν διά πυροσβεστήρων ἐγκεκριμένου τύπου, τόν ὁποῖον ἡ Ἀρχή κρίνει κατάλληλον καί εἰς ἐπαρκῆ ἀριθμόν. Ἐν πάσῃ περιπτώσει, ὁ ἀριθμός αὐτῶν δέν θά εἶναι μικρότερος τῶν πέντε διά πλοῖα ὁλικῆς χωρητικότητος 1.000 κόρων καί ἄνω.

(στ) *Μόνιμοι Ἐγκαταστάσεις Σβέσεως Πυρκαϊᾶς ἐντός Χώρων Φορτίου*

(ι) Οἱ χῶροι φορτίου πλοίων ὁλικῆς χωρητικότητος 2.000 κόρων καί ἄνω, θά προστατεύωνται διά μονίμου συστήματος σβέσεως πυρκαϊᾶς πληροῦντος τούς ὅρους τοῦ Κανονισμοῦ 8 τοῦ παρόντος Κεφαλαίου.

(ιι) Ἡ Ἀρχή δύναται νά ἀπαλλάξῃ τῆς ἐφαρμογῆς τῶν ἀπαιτήσεων τοῦ ἐδαφίου (ι) τῆς παρούσης παραγράφου τά κύτη φορτίου παντός πλοίου (ἐκτός τῶν δεξαμενῶν δεξαμενοπλοίου):

(1) Ἐάν εἶναι ἐφοδιασμένα μέ χαλύβδινα καλύμματα καί ἀποτελεσματικά μέσα κλεισίματος πάντων τῶν ἀνεμιστήρων καί τῶν λοιπῶν ἀνοιγμάτων ἅτινα ἄγουσιν εἰς αὐτά.

(2) Ἐάν τό πλοῖον ἔχῃ κατασκευασθῆ καί προορίζεται ἀποκλειστικῶς διά μεταφοράν τοιούτων φορτίων, ὡς μεταλλεύματα, γαιάνθρακας ἤ σιτηρά, ἤ

(3) Ὅταν ἀποδεικνύεται κατά τήν κρίσιν τῆς Ἀρχῆς ὅτι τό πλοῖον ἐκτελεῖ πλόας τοιαύτης μικρᾶς διαρκείας ὥστε νά μή θεωρῆται εὔλογος ἡ ἐφαρμογή τῆς ἀπαιτήσεως ταύτης.

(ιιι) Ἐπί πλέον τῆς ὑποχρεώσεως νά πληροῖ τάς ἀπαιτήσεις τοῦ Κανονισμοῦ τούτου, πᾶν πλοῖον ὅταν μεταφέρῃ ἐκρηκτικάς ὕλας τοιαύτης φύσεως ἤ τοιαύτης παρούσης Συμβάσεως νά μεταφέρωνται ὑπό ἐπιβατηγῶν πλοίων θά πληροῖ τάς ἀκολούθους ἀπαιτήσεις :

(1) Δέν θά χρησιμοποιῆται ἀτμός ἐντός οἱουδήποτε διαμερίσματος περιέχοντος ἐκρηκτικάς ὕλας. Πρός τόν σκοπόν ἐφαρμογῆς τοῦ ἐδαφίου τούτου, ἡ λέξις «διαμέρισμα» σημαίνει πάντας τούς χώρους τούς περιλαμβανομένους μεταξύ δύο μονίμων παρακειμένων διαφραγμάτων καί περιλαμβάνει τό κατώτερον κύτος φορτίου καί πάντας τούς χώρους φορτίου ἄνωθεν αὐτοῦ.

(2) Ἐπί πλέον, εἰς ἕκαστον διαμέρισμα τό ὁποῖον περιέχει ἐκρηκτικάς ὕλας καί εἰς τά παρακείμενα διαμερίσματα φορτίου, θά ἐγκαθίσταται σύστημα ἀνιχνεύσεως καπνοῦ ἤ πυρκαϊᾶς εἰς ἕκαστον χῶρον φορτίου.

(ζ) *Συσκευαί Σβέσεως Πυρκαϊᾶς ἐντός Λεβητοστασίων κ.λπ.*

Εἰς πλοῖα ὁλικῆς χωρητικότητος 1.000 κόρων καί ἄνω καί εἰς τούς χώρους εἰς τούς ὁποίους εἶναι ἐγκατεστημένοι κύριοι ἤ βοηθητικοί πετρελαιολέβητες ἤ εἰς τούς χώρους τούς περιέχοντας τά μηχανήματα καύσεως πετρελαίου θά προβλέπωνται αἱ ἀκόλουθοι διατάξεις:

(ι) Θά ὑπάρχῃ μία οἱαδήποτε τῶν κατωτέρω μονίμων ἐγκαταστάσεων σβέσεως πυρκαϊᾶς:

(1) Σύστημα ραντίσεως ὕδατος ὑπό πίεσιν, τό ὁποῖον θά πληροῖ τούς ὅρους τοῦ Κανονισμοῦ 11 τοῦ παρόντος Κεφαλαίου.

(2) Ἐγκατάστασις σβέσεως πυρκαϊᾶς ἡ ὁποία θά πληροῖ τούς ὅρους τοῦ Κανονισμοῦ 8 τοῦ παρόντος Κεφαλαίου.

(3) Μόνιμος ἐγκατάστασις ἀφροῦ, ἥτις θά πληροῖ τούς ὅρους τοῦ Κανονισμοῦ 9 τοῦ παρόντος Κεφαλαίου. (Ἡ Ἀρχή δύναται νά ἀπαιτήσῃ σταθεράν ἤ φορητήν διάταξιν ὑπό πίεσιν ὕδατος ἤ ραντίσεως ἀφροῦ πρός ἀντιμετώπισιν πυρκαϊᾶς ἄνωθεν τῶν ἐλασμάτων τοῦ δαπέδου τοῦ κύτους).

Εἰς ἑκάστην περίπτωσιν, ἐάν τά μηχανοστάσια καί τά λεβητοστάσια δέν εἶναι ἐντελῶς κεχωρισμένα, ἤ ἐάν πετρέλαιον καύσιμον δύναται νά διαρρεύσῃ ἐκ τοῦ λεβητοστασίου ἐντός τῶν παραπυθμενίδων τοῦ μηχανοστασίου, τό σύνολον τῶν χώρων μηχανοστασίου καί λεβητοστασίου θά θεωρῆται ὡς ἕν διαμέρισμα.

(ιι) Θά ὑπάρχουν δύο τοὐλάχιστον φορητοί πυροσβεστῆρες ἐγκεκριμένου τύπου, ἀφροῦ ἤ ἄλλου ἐγκεκριμένου καταλλήλου μέσου διά τήν σβέσιν πυρκαϊᾶς πετρελαίου, εἰς ἕκαστον χῶρον ἐναύσεως λεβήτων ἑκάστου λεβητοστασίου καί εἰς ἕκαστον χῶρον εἰς τόν ὁποῖον ὑπάρχει μέρος τῆς ἐγκαταστάσεως καυσίμου πετρελαίου. Ἐπιπροσθέτως, θά ὑπάρχῃ εἰς τοὐλάχιστον πυροσβεστήρ τῶν αὐτῶν χαρακτηριστικῶν, περιεκτικότητος 9 λίτρων (ἤ 2 γαλλονίων) δι' ἕκαστον καυστῆρα, ἡ δέ ὁλική περιεκτικότης τοῦ ἐπιπροσθέτου ἤ ἐπιπροσθέτων πυροσβεστήρων δέν ἀπαιτεῖται νά ὑπερβαίνῃ τά 45 λίτρα (ἤ 10 γαλλόνια) δι' ἕκαστον λεβητοστάσιον.

(ιιι) Ἐντός ἑκάστου χώρου ἐναύσεως λεβήτων θά ὑπάρχῃ δοχεῖον περιέχον ἄμμον, πριονίδια ἐμβαπτισμένα εἰς ἀνθρακικόν νάτριον ἤ ἄλλο ἐγκεκριμένον ξηρόν ὑλικόν καί εἰς ποσότητα τήν ὁποίαν ἤθελε καθορίσει ἡ Ἀρχή. Ἐναλλακτικῶς, δύναται τοῦτο νά ἀντικατασταθῆ δι' ἑνός φορητοῦ πυροσβεστῆρος ἐγκεκριμένου τύπου.

(η) *Συσκευαί Σβέσεως Πυρκαϊᾶς ἐντός Χώρων περιεχόντων Μηχανάς Ἐσωτερικῆς Καύσεως*

Ὅταν χρησιμοποιοῦνται μηχαναί ἐσωτερικῆς καύσεως, εἴτε διά κυρίαν πρόωσιν

ἢ διά βοηθητικούς σκοπούς ὁλικῆς ἰσχύος οὐχί μικροτέρας τῶν 746 KW, εἰς πλοῖον ὁλικῆς χωρητικότητος 1.000 κόρων καί ἄνω, θά προβλέπωνται αἱ κατωτέρω διατάξεις :

(ι) Θά ὑπάρχῃ μία τῶν Μονίμων ἐγκαταστάσεων τῶν ἀπαιτουμένων ὑπό τοῦ ἐδαφίου (ζ)(ι) τοῦ παρόντος Κανονισμοῦ.

(ιι) Θά ὑπάρχῃ ἐντός ἑκάστου χώρου μηχανῶν εἰς πυροσβεστήρ ἀφροῦ ἐγκεκριμένου τύπου, περιεκτικότητος οὐχί μικροτέρας τῶν 45 λίτρων (ἢ 10 γαλλονίων) ἢ ἰσοδυνάμου, καθώς ἐπίσης εἰς φορητός πυροσβεστήρ ἀφροῦ ἐγκεκριμένου τύπου, ἀνά 746 KW ἰσχύος τῶν μηχανῶν ἢ μέρους τῆς ἰσχύος ταύτης. Ὁ ὁλικός ὅμως ἀριθμός τῶν φορητῶν πυροσβεστήρων τούτων δέν θά εἶναι κατώτερος τῶν δύο καί δέν θά ἀπαιτῆται νά ὑπερβαίνῃ τούς ἕξ.

(θ) *Διατάξεις Σβέσεως Πυρκαϊᾶς ἐντός Χώρων περιεχόντων 'Ατμοστροβίλους καί μή ἀπαιτούντων Μονίμους 'Εγκαταστάσεις*

'Η 'Αρχή θά ἐξετάσῃ εἰδικῶς τάς ἀπαιτουμένας διατάξεις σβέσεως πυρκαϊᾶς ἐντός χώρων περιλαμβανόντων ἀτμοστροβίλους, οἵτινες χωρίζονται ἀπό τά λεβητοστάσια διά στεγανῶν διαφραγμάτων.

(ι) *'Εξάρτησις Πυροσβέστου καί 'Ατομικός 'Εξοπλισμός*

(ι) Πᾶν πλοῖον, ἀνεξαρτήτως ἐάν πρόκειται περί νέου ἢ ὑπάρχοντος, θά φέρῃ τοὐλάχιστον δύο ἐξαρτήσεις πυροσβέστου συμμορφουμένας πρός τάς ἀπαιτήσεις τοῦ Κανονισμοῦ 14 τοῦ παρόντος Κεφαλαίου. 'Επί πλέον, ἡ 'Αρχή δύναται νά ἀπαιτήσῃ, ἐπί πλοίων μεγάλου μεγέθους προσθέτους σειράς ἀτομικοῦ ἐξοπλισμοῦ καί ἐπί τῶν δεξαμενοπλοίων καί πλοίων εἰδικοῦ προορισμοῦ, ὡς λ.χ. πλωτῶν ἐργοστασίων, προσθέτους ἐξαρτήσεις πυροσβέστου.

(ιι) Δι' ἑκάστην ἐξάρτησιν πυροσβέστου ἡ ὁποία περιλαμβάνει μίαν αὐτόνομον ἀναπνευστικήν συσκευήν, ὡς προβλέπεται ὑπό τοῦ Κανονισμοῦ 14 (β) τοῦ παρόντος Κεφαλαίου, θά φέρωνται ἀμοιβαί γομώσεις εἰς ἐγκεκριμένην ὑπό τῆς 'Αρχῆς κλίμακα.

(ιιι) Αἱ ἐξαρτήσεις πυροσβέστου καί ὁ ἀτομικός ἐξοπλισμός θά φυλάσσωνται οὕτω πως ὥστε νά εἶναι εὐχερῶς προσπελάσιμοι καί ἕτοιμαι πρός χρῆσιν, καί ὅτε φέρονται ἐπί τοῦ πλοίου περισσότεραι τῆς μιᾶς ἐξαρτήσεως πυροσβέστου καί ἀτομικός ἐξοπλισμός θά φυλάσσωνται εἰς θέσεις ἀπεχούσας μεταξύ των τό δυνατόν περισσότερον.

Κανονισμός 53

Μέσα Διαφυγῆς

(α) 'Εντός καί ἐξ ὅλων τῶν χώρων ἐνδιαιτήσεως τῶν ἐπιβατῶν καί τοῦ πληρώματος καί τῶν χώρων οἵτινες χρησιμοποιοῦνται ὑπό τοῦ πληρώματος, ἐξαιρέσει τῶν χώρων μηχανῶν, θά προβλέπωνται κλίμακες καί κατακόρυφοι κλίμακες, εἰς τρόπον ὥστε νά ὑπάρχουν μέσα ἀμέσου διαφυγῆς πρός τό κατάστρωμα ἐπιβιβάσεως ἐπί τῶν σωσιβίων λέμβων.

(β) 'Εντός τῶν χώρων μηχανῶν θά προβλέπωνται δύο μέσα διαφυγῆς, ἐξ ἑκάστου μηχανοστασίου, σήραγγος ἀξόνων καί λεβητοστασίου, τό ἕν ἐκ τῶν ὁποίων δύναται νά εἶναι μία στεγανή θύρα. 'Εντός τῶν χώρων μηχανῶν, ὅταν δέν ὑπάρχῃ στεγανή θύρα, τά δύο μέσα διαφυγῆς θά συνίστανται ἐκ δύο συγκροτημάτων κλιμάκων χαλυβδίνων, εἰς ὅσον τό δυνατόν μεγαλυτέραν μεταξύ αὐτῶν ἀπόστασιν, αἵτινες θά ἄγουν εἰς τάς θύρας ἐπί τοῦ φωταγωγοῦ τοῦ μηχανοστασίου, ὁμοίως κεχωρισμένων μεταξύ των καί διά τῶν ὁποίων θά προβλέπεται διαφυγή πρός τό κατάστρωμα ἐπιβιβάσεως ἐπί τῶν λέμβων. Εἰς τήν περίπτωσιν πλοίων ὁλικῆς χωρητικότητος μικροτέρας τῶν 2.000 κόρων, ἡ 'Αρχή δύναται νά ἀπαλλάξῃ τῆς παρούσης ἀπαιτήσεως, λαμβανομένου ὑπ' ὄψιν τοῦ πλάτους καί τῆς διατάξεως τοῦ φωταγωγοῦ.

Κανονισμός 54

Εἰδικαί Διατάξεις ἐπί τῶν Χώρων Μηχανῶν

(α) Θά προβλέπωνται μέσα διά τήν κράτησιν τῶν ἀνεμιστήρων τῶν ἐξυπηρετούντων τούς χώρους μηχανῶν καί φορτίου καί διά τό κλείσιμον πασῶν τῶν θυρῶν, τῶν ἀνεμιστήρων, τῶν δακτυλιοειδῶν χώρων πέριξ τῶν καπνοδόχων καί τῶν ἄλλων ἀνοιγμάτων τῶν χώρων τούτων. Τά μέσα ταῦτα θά δύνανται νά χειρίζωνται ἐξωτερικῶς τῶν χώρων τούτων εἰς τήν περίπτωσιν πυρκαϊᾶς.

(β) Τά μηχανήματα τά κινοῦντα τούς ἀνεμιστῆρας τεχνητοῦ ἑλκυσμοῦ δι' ἐμφυσήσεως καί ἀναρροφήσεως, αἱ ἀντλίαι μεταγγίσεως πετρελαίου καυσίμου, αἱ ἀντλίαι τῶν μονάδων καυσίμου πετρελαίου καί αἱ λοιπαί ὅμοιαι ἀντλίαι καυσίμου, θά ἐφοδιάζωνται διά μέσων χειρισμοῦ ἐξ ἀποστάσεως, κειμένων ἐξωτερικῶς τῶν ἀντιστοίχων χώρων, εἰς τρόπον ὥστε νά δύνανται νά κρατοῦνται εἰς τήν περίπτωσιν ἐκδηλώσεως πυρκαϊᾶς ἐντός τοῦ χώρου ἐντός τοῦ ὁποίου εἶναι ἐγκατεστημέναι.

(γ) 'Εκάστη σωλήνωσις ἀναρροφήσεως πετρελαίου καυσίμου ἀγομένη ἐκ πετρελαιοδεξαμενῆς, πετρελαιοδεξαμενῆς κατακαθίσεως ἢ ὑπηρετικῆς πετρελαιοδεξαμενῆς, κειμένων ἄνωθεν τῶν διπυθμένων, θά ἐφοδιάζεται διά κρουνοῦ ἢ ἐπιστομίου δυναμένου νά κλείεται ἔξωθεν τοῦ ἀντιστοίχου χώρου εἰς τήν περίπτωσιν ἐκδηλώσεως πυρκαϊᾶς ἐντός τοῦ χώρου ἐντός τοῦ ὁποίου εὑρίσκονται αὗται. Εἰς τήν εἰδικήν περίπτωσιν πετρελαιοδεξαμενῶν κύτους (deep tanks) κειμένων ἐντός οἱασδήποτε σήραγγος ἀξόνων ἢ σήραγγος σωληνώσεων, θά τοποθετοῦνται ἐπιστόμια ἐπί τῶν πετρελαιοδεξαμενῶν τούτων, ἀλλά, εἰς τήν περίπτωσιν πυρκαϊᾶς, θά δύνανται νά κλείωνται διά μέσου ἐπιπροσθέτου ἐπιστομίου κειμένου ἐπί τῆς σωληνώσεως ἢ τῶν σωληνώσεων, ἔξωθεν τῆς σήραγγος ἢ τῶν σηράγγων.

ΜΕΡΟΣ Ε' — ΜΕΤΡΑ ΠΥΡΑΣΦΑΛΕΙΑΣ ΔΙΑ ΔΕΞΑΜΕΝΟΠΛΟΙΑ

Κανονισμός 55

'Εφαρμογή

(α) Τό παρόν Μέρος θά ἐφαρμόζεται ἐφ' ἁπάντων τῶν νέων δεξαμενοπλοίων μεταφερόντων ἀκάθαρτον πετρέλαιον, παράγωγα πετρελαίου ἔχοντα σημεῖον ἀναφλέξεως μή ὑπερβαῖνον τούς 60° C (140° F) (δοκιμή κλειστοῦ δοχείου) ὡς τοῦτο καθορίζεται διά μιᾶς ἐγκεκριμένης συσκευῆς ὑπολογισμοῦ σημείου ἀναφλέξεως τῶν ὁποίων ἡ πίεσις ἀερίου REID εἶναι κατωτέρα τῆς ἀτμοσφαιρικῆς, ἢ ἕτερα ὑγρά προϊόντα ἐνέχοντα παρόμοιον κίνδυνον ἀναφλέξεως.

(β) 'Επιπλέον, ἅπαντα τά πλοῖα, περί ὧν τό παρόν Μέρος, θά συμμορφοῦνται πρός τάς ἀπαιτήσεις τῶν Κανονισμῶν 52, 53, καί 54 τοῦ παρόντος Κεφαλαίου, ἐκτός τῆς περιπτώσεως τῶν δεξαμενοπλοίων ἅτινα συμμορφοῦνται πρός τόν Κανονισμόν 60 τοῦ παρόντος Κεφαλαίου, ἐφ' ὧν δέν ἀπαιτεῖται ὅπως ἔχῃ ἐφαρμογήν ἡ παράγραφος (στ) τοῦ Κανονισμοῦ 52.

(γ) 'Οσάκις πρόκειται νά μεταφερθοῦν φορτία διάφορα τῶν ἀναφερομένων εἰς τήν

παράγραφον (α) τοῦ παρόντος Κανονισμοῦ, δι' ὧν δημιουργοῦνται πρόσθετοι κίνδυνοι πυρκαϊᾶς, εἶναι δυνατόν νά ἀπαιτηθοῦν πρόσθετα μέτρα ἀσφαλείας ἅτινα θά καθορισθοῦν ὑπό τῆς 'Αρχῆς.

(δ) Πλοῖα συνδεδυασμένων μεταφορῶν δέν θά μεταφέρουν ξηρά φορτία ἐκτός ἐάν οὐδεμία ἐκ τῶν δεξαμενῶν φορτίου περιέχει πετρέλαιον καί ἔχει λάβει χώραν καθαρισμός αὐτῶν διά τήν ἀπελευθέρωσιν τῶν ἐπικινδύνων ἀερίων ἤ ἐκτός ἐάν, εἰς ἑκάστην περίπτωσιν, ἡ 'Αρχή θεωρεῖ ὡς ἱκανοποιητικάς τάς ληφθείσας προφυλάξεις.

Κανονισμός 56

Θέσις καί Διαχωρισμός τῶν Χώρων

(α) Οἱ χῶροι μηχανῶν Κατηγορίας Α πρέπει νά εὑρίσκωνται πρύμνηθεν τῶν δεξαμενῶν φορτίου καί τῶν δεξαμενῶν περισυλλογῆς διαφυγόντος πετρελαίου καί νά εἶναι ἀπομονωμένοι ἐξ αὐτῶν διά διαχωριστικοῦ στεγανοῦ φρεατίου, τοῦ ἀντλιοστασίου πετρελαίου ἤ τῆς πετρελαιαποθήκης ἀνεφοδιασμοῦ τοῦ πλοίου εἰς καύσιμα. Δέον ὡσαύτως νά εὑρίσκωνται πρύμνηθεν τῶν τοιούτων ἀντλιοστασίων καί διαχωριστικῶν στεγανῶν, ἀλλ' οὐχί ἀπαραιτήτως καί πρύμνηθεν τῶν πετρελαιοδεξαμενῶν ἐφοδιασμοῦ τοῦ πλοίου εἰς καύσιμα.

Πάντως τό κατώτερον τμῆμα τοῦ ἀντλιοστασίου δύναται νά εὑρίσκεται ἐν ἐσοχῇ εἰσχωρούσῃ ἐντός τῶν χώρων τῶν μηχανῶν, πρός καλυτέραν τοποθέτησιν τῶν ἀντλιῶν, ὑπό τήν προϋπόθεσιν ὅτι ἡ ὀροφή τῆς ἐσοχῆς δέν εἶναι γενικῶς εἰς ὕψος μεγαλύτερον τοῦ ἑνός τρίτου τοῦ πλευρικοῦ ὕψους τοῦ πλοίου ἄνωθεν τῆς τρόπιδος, πλήν τῆς περιπτώσεως σκαφῶν χωρητικότητος οὐχί μεγαλυτέρας τῶν 25.000 τόννων (D.W.) διά τά ὁποῖα δύναται νά καταδειχθῇ ὅτι διά λόγους προσβάσεως καί ἱκανοποιητικῆς διατάξεως τῶν σωληνώσεων, τοῦτο δέν εἶναι πρακτικόν, ὁπότε ἡ 'Αρχή δύναται νά ἐπιτρέψῃ ἐσοχήν ὑπερβαίνουσαν τό τοιοῦτον ὕψος, πάντως ὅμως μή ὑπερβαίνουσαν τό ἥμισυ τοῦ πλευρικοῦ ὕψους τοῦ πλοίου ἄνωθεν τῆς τρόπιδος.

(β) Οἱ χῶροι ἐνδιαιτήσεως, οἱ κύριοι σταθμοί ἐλέγχου τοῦ φορτίου, οἱ σταθμοί ἐλέγχου καί οἱ χῶροι ὑπηρεσίας πρέπει νά εὑρίσκωνται πρύνηθεν ἁπασῶν τῶν δεξαμενῶν φορτίου, τῶν δεξαμενῶν περισυλλογῆς διαφυγόντος πετρελαίου, τῶν ἀντλιοστασίων καί τῶν στεγανῶν χώρων, οἱ ὁποῖοι ἀπομονώνουν τάς δεξαμενάς φορτίου καί τάς δεξαμενάς περισυλλογῆς διαφυγόντος πετρελαίου ἀπό τούς χώρους μηχανῶν Κατηγορίας Α.

Οἱονδήποτε κοινόν διάφραγμα διαχωρίζον ἀντλιοστάσιον φορτίου, περιλαμβανομένης καί τῆς εἰσόδου τοῦ ἀντλιοστασίου, ἀπό τούς χώρους ἐνδιαιτήσεως, τούς χώρους ὑπηρεσίας καί τούς σταθμούς ἐλέγχου, πρέπει νά κατασκευάζεται συμφώνως πρός τά πρότυπα Α-60. Ὅταν τοῦτο θεωρῆται ἀναγκαῖον δύναται νά ἐπιτραπῇ ὅπως οἱ χῶροι ἐνδιαιτήσεως, σταθμοί ἐλέγχου, χῶροι μηχανῶν, πλήν τῶν τοιούτων Κατηγορίας Α, καί χῶροι ὑπηρεσίας, νά εὑρίσκωνται πρώραθεν πασῶν τῶν δεξαμενῶν φορτίου, δεξαμενῶν, ἀντλιοστασίων φορτίου καί στεγανῶν φραγμάτων, ὑποκείμενοι πάντως εἰς ἀντίστοιχα πρότυπα ἀσφαλείας καί ὕπαρξιν διαθεσίμων ἀναλόγων διατάξεων κατασβέσεως πυρός, ἱκανοποιουσῶν τήν 'Αρχήν.

(γ) 'Οσάκις καθίσταται ἀναγκαία ἡ ἐγκατάστασις χώρου ναυσιπλοΐας ἄνωθεν δεξαμενῆς φορτίου, οὗτος πρέπει νά προορίζεται μόνον διά σκοπούς ναυσιπλοΐας καί νά διαχωρίζεται τοῦ καταστρώματος τῶν δεξαμενῶν φορτίου δι' ἀνοικτοῦ χώρου ὕψους τοὐλάχιστον δύο (2) μέτρων.

'Επί πλέον πρέπει ἡ προστασία κατά τῆς πυρκαϊᾶς τοῦ τοιούτου χώρου ναυσιπλοΐας νά εἶναι ἡ ἀπαιτουμένη διά τούς χώρους ἐλέγχου ὡς καθορίζεται ὑπό τῶν παραγράφων (α) καί (β) τοῦ Κανονισμοῦ 57 καί τῶν λοιπῶν ἀναλόγων διατάξεων τοῦ παρόντος Μέρους.

(δ) Δέον ὅπως ὑφίστανται μέσα διά τήν διατήρησιν μακράν τῶν χώρων ἐνδιαιτήσεως καί ὑπηρεσίας ἐκροῶν ἐπί τῶν καταστρωμάτων. Τοῦτο δύναται νά ἐπιτευχθῇ διά τῆς ὑπάρξεως μονίμου συνεχοῦς τοιχώματος καταλλήλου ὕψους ἐκτεινομένου ἐκ τῆς μιᾶς μέχρι τῆς ἑτέρας πλευρᾶς τοῦ σκάφους.

Εἰδική μέριμνα πρέπει νά λαμβάνεται ἐπί περιπτώσεων ἐγκαταστάσεων προοριζομένων διά τήν φόρτωσιν ἐκ τῆς πρύμνης.

(ε) Τά ἐξωτερικά τοιχώματα τῶν ὑπερκατασκευῶν καί ὑπερστεγασμάτων ἅτινα περιβάλλουν τούς χώρους ἐνδιαιτήσεως καί ὑπηρεσίας καθώς καί τά καταστρώματα ἐπί τῶν ὁποίων εὑρίσκονται οἱ τοιοῦτοι χῶροι, δέον ὅπως διαθέτουν μόνωσιν συμφώνως μέ τά πρότυπα Α-60 καθ' ὅλην τήν ἔκτασιν τῆς ἐπιφανείας αὐτῶν ἥτις ἀντικρύζει τάς δεξαμενάς πετρελαίου καί ὡς πρός τά καταστρώματα μέχρις ἀποστάσεως τριῶν (3) μέτρων πρύμνηθεν τοῦ ἐμπροσθίου τοιχώματος. 'Η μόνωσις τῶν πλευρικῶν τοιχωμάτων τῶν ὑπερκατασκευῶν καί ὑπερστεγασμάτων θά φθάνῃ εἰς ὕψος καθοριζόμενον ὑπό τῆς 'Αρχῆς.

(στ) Φρακταί ὑπερκατασκευῶν καί ὑπερστεγασμάτων περιεχόντων χώρους ἐνδιαιτήσεως καί ὑπηρεσίας, ἔχουσαι ὄψιν πρός τάς δεξαμενάς πετρελαίου δέον ὅπως κατασκευάζωνται συμφώνως πρός τάς ἀκολούθους προϋποθέσεις:

(ι) Δέν ἐπιτρέπονται θύραι ἐπί τῶν τοιούτων φρακτῶν, ἐξαιρουμένης τῆς περιπτώσεως θυρῶν χώρων οἵτινες δέν ἔχουν πρόσβασιν πρός τούς χώρους ἐνδιαιτήσεως καί ὑπηρεσίας, ὡς εἶναι οἱ σταθμοί ἐλέγχου φορτίου, αἱ ἀποθῆκαι προμηθειῶν καί αἱ λοιπαί ἀποθῆκαι, κατά τήν ὁποίαν ἡ 'Αρχή δύναται νά χορηγήσῃ σχετικήν ἄδειαν. Ὅπου εὑρίσκονται τοιαῦται θύραι τά τοιχώματα τοῦ χώρου ἐκ τοῦ ὁποίου διδῦν ἔξοδον δέον ὅπως ἔχουν μόνωσιν κατά τά πρότυπα Α—60. 'Επί τῶν τοιούτων τοιχωμάτων ἐπιτρέπεται ἡ προσαρμογή κινητῶν ἐλασμάτων διά κοχλιῶν προκειμένου νά ἐξυπηρετηθῇ οὕτω ἡ μετακίνησις τῶν μηχανημάτων μέσῳ αὐτῶν.

(ιι) Παραφωτίδες εὑρισκόμεναι ἐπί τῶν τοιούτων τοιχωμάτων δέον νά εἶναι μονίμως κλειστοῦ τύπου. 'Αντιθέτως τά παράθυρα τοῦ οἰακιστηρίου δέν εἶναι ἀπαραίτητον νά εἶναι τοῦ τύπου τούτου.

(ιιι) 'Η πρώτη σειρά παραφωτίδων ἄνω τοῦ κυρίου καταστρώματος δέον νά ἔχουν προσηρμοσμένα εἰς τό ἐσωτερικόν των καλύμματα ἐκ χάλυβος ἤ ἄλλης ἰσοδυνάμου ὕλης.

Αἱ ἀπαιτήσεις τῆς παραγράφου ταύτης ὁσάκις εἶναι ἐφαρμοσταί, ἐκτός τῆς περιπτώσεως εἰσόδου εἰς τόν χῶρον τῆς γεφύρας ναυσιπλοΐας, ἐπεκτείνονται καί ἐπί τῶν τοιχωμάτων τῶν ὑπερκατασκευῶν καί ὑπερστεγασμάτων μέχρις ἀποστάσεως 5 μέτρων κατά τήν διαμήκη ἔννοιαν ἐκ τοῦ πρωραίου ἄκρου τῶν τοιούτων κατασκευῶν.

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Κατασκευή

(α) (ι) Τό σκάφος, τά ὑπερκατασκευάσματα, τά διαφράγματα τοῦ σκάφους, τά καταστρώματα καί τά ὑπερστεγάσματα θά κατασκευάζωνται ἐκ χάλυβος ἤ ἑτέρου ἰσοδυνάμου ὑλικοῦ.

(ιι) Τά μεταξύ ἀντλιοστασίων, περιλαμβανομένων καί τῶν ἀγωγῶν των καί τῶν χώρων μηχανῶν Κατηγορίας Α διαφράγματα δέον ὅπως εἶναι Κλάσεως «Α» καί μή φέρουν διελεύσεις κλάσεως κατωτέρας τοῦ «Α-Ο» ἤ ἰσοδυνάμου ἀπό

πάσης απόψεως, παρά μόνον εις περιπτώσεις στυπιοθλιπτών αξόνων των αντλιών ή παρομοίων διελεύσεων μετά στυπιοθλιπτών.

(ιιι) Διαφράγματα καί καταστρώματα ἀποτελοῦντα διαχωρίσματα τῶν χώρων μηχανῶν Κατηγορίας Α καί ἀντλιοστασίων, περιλαμβανομένων καί τῶν ἀντιστοίχων ἀγωγῶν των, ἀπό τούς χώρους ἐνδιαιτήσεως καί ὑπηρεσίας δέον ὅπως εἶναι Κλάσεως «Α-60».
Τά τοιαῦτα διαφράγματα καί καταστρώματα καθώς ἐπίσης καί οἱονδήποτε τοίχωμα τῶν χώρων μηχανῶν Κατηγορίας Α καί ἀντλιοστασίων δέν θά πρέπει νά φέρουν ὀπάς προοριζομένας διά παράθυρα ἤ παραφωτίδας.

(ιν) Πάντως αἱ ἀπαιτήσεις τῶν ἐδαφίων (ιι) καί (ιιι) ἀνωτέρω δέον ὅπως μή θεωρηθῇ ὅτι ἀποκλείουν τήν τοποθέτησιν μονίμων ἐγκεκριμένου τύπου καί ἀδιαπεράστων ἀπό ἀέρια καλυπτρῶν φωτός, διά τόν φωτισμόν τῶν ἀντλιοστασίων, ὑπό τήν προϋπόθεσιν ὅτι διαθέτουν ἐπαρκῆ ἀντοχήν καί διατηροῦν τά χαρακτηριστικά τοῦ διαφράγματος Κλάσεως «Α» ὡς πρός τήν ἀκεραιότητα καί τό ἀδιαπέραστον ἐκ τῶν ἀερίων. Ἐπί πλέον δέον ὅπως μή θεωρηθῇ ὅτι ἀποκλείουν τήν χρῆσιν παραθύρων εἰς αἴθουσαν ἐλέγχου κειμένην ἐξ ὁλοκλήρου ἐντός τοῦ χώρου τῶν μηχανῶν.

(ν) Οἱ σταθμοί ἐλέγχου πρέπει νά χωρίζωνται ἀπό τῶν γειτονικῶν πρός αὐτούς κλειστῶν χώρων διά διαφραγμάτων καί καταστρωμάτων Κλάσεως «Α». Ἡ μόνωσις τῶν τοιχωμάτων τῶν περιβαλλόντων τούς σταθμούς ἐλέγχου θά καθορίζηται ὑπό τῆς Ἀρχῆς λαμβανούσης ὑπ' ὄψιν τόν κίνδυνον πυρκαϊᾶς εἰς τούς γειτνιάζοντας χώρους.

(νι) Αἱ ἐξωτερικαί θῦραι εἰσόδου εἰς τούς χώρους τῶν μηχανῶν Κατηγορίας Α δέον ὅπως εἶναι αὐτοκλειομένου τύπου καί σύμφωνοι πρός τάς διατάξεις τοῦ ἐδαφίου (νιι) τῆς παραγράφου (β) τοῦ παρόντος Κανονισμοῦ.

(νιι) Ἡ ἐπιφάνεια τῆς μονώσεως ἐσωτερικῶς τῶν τοιχωμάτων τῶν χώρων μηχανῶν Κατηγορίας Α δέον ὅπως εἶναι ἀδιαπέραστη ἀπό πετρελαιοειδῆ καί ἀναθυμιάσεις αὐτῶν.

(νιιι) Ἐφ' ὅσον ὑφίστανται ἐπιφανειακά καλύμματα καταστρώματος, ταῦτα δέον ὅπως εἶναι ἀπό ἐγκεκριμένον ὑλικόν τό ὁποῖον δέν ἀναφλέγεται εὐκόλως*.

(ιx) Ἐσωτερικαί κλίμακες δέον ὅπως εἶναι χαλύβδινοι ἤ ἀπό ἕτερον κατάλληλον ὑλικόν.

(x) Διαφράγματα διαχωρίζοντα χώρους ἐνδιαιτήσεως ἀπό μαγειρεῖα, ἀποθήκας χρωμάτων ἤ λαμπτήρων καί ναυκλήρου, δέον ὅπως εἶναι χαλύβδινα ἤ ἀπό ἕτερον ἰσοδύναμον ὑλικόν.

(xι) Χρώματα καί βερνίκια διαφόρων εἰδῶν χρησιμοποιούμενα ἐπί ἐκτεθειμένων ἐσωτερικῶν ἐπιφανειῶν δέον ὅπως εἶναι τοιαύτης φύσεως ὥστε νά μή δημιουργοῦν, κατά τήν κρίσιν τῆς Ἀρχῆς, κίνδυνον πυρκαϊᾶς καί ἐπί πλέον δέν θά πρέπει νά δύνανται νά προέλθουν ἐξ αὐτῶν καπνοί ἤ ἕτερα δηλητηριώδη παράγωγα.

(xιι) Σωληνώσεις μέσῳ τῶν ὁποίων κυκλοφορεῖ πετρέλαιον ἤ ἕτερα εὔφλεκτα ὑγρά δέον ὅπως τυγχάνουν εἰδικῆς ἐγκρίσεως τῆς Ἀρχῆς λαμβανούσης ὑπ' ὄψιν κατά περίπτωσιν τόν ὑφιστάμενον κίνδυνον πυρκαϊᾶς. Ὑλικά τά ὁποῖα εὐχερῶς ἀχρηστεύονται ἀπό τήν θερμότητα δέον ὅπως μή χρησιμοποιῶνται εἰς τήν κατασκευήν εὐδιαίων ἐξαγωγῶν ὑγιεινῆς καί ἄλλων ὁμοίας φύσεως ἀνοιγμάτων εἰς τό ἐξωτερικόν περίβλημα καί εἰς ὕψος πλησίον τῆς ἰσάλου, διά τήν ἀποφυγήν κινδύνου κατακλύσεως εἰς περίπτωσιν καταστροφῆς αὐτῶν συνεπείᾳ πυρκαϊᾶς.

(xιιι) Ὁ μηχανικός ἀερισμός τῶν χώρων μηχανῶν δέον ὅπως δύναται νά διακοπῇ ἀπό εὐχερῶς προσπελάσιμον θέσιν κειμένην ἐκτός τῶν χώρων μηχανῶν.

(xιν) Αἱ ἀναφωτίδες τῶν χώρων μηχανῶν Κατηγορίας Α καί ἀντλιοστασίων δέον ὅπως εἶναι κατεσκευασμέναι συμφώνως πρός τάς διατάξεις τοῦ ἐδαφίου (ιιι) τῆς παραγράφου (α) τοῦ παρόντος Κανονισμοῦ τάς ἀναφερομένας εἰς τά παράθυρα καί παραφωτίδας καί ἐπί πλέον δέον ὅπως ἡ διάταξίς των εἶναι τοιαύτη ὥστε νά καθίσταται εὐχερές τό κλείσιμον αὐτῶν ἐκ θέσεως ἐκτός τῶν χώρων τούς ὁποίους ἐξυπηρετοῦν.

(β) Ἐντός τῶν χώρων ἐνδιαιτήσεως, ὑπηρεσίας καί σταθμῶν ἐλέγχου θά ἐφαρμόζωνται αἱ ἀκόλουθοι ἀπαιτήσεις :

(ι) Τά διαφράγματα τῶν διαδρόμων, περιλαμβανομένων καί τῶν θυρῶν, πρέπει νά ἀποτελοῦνται ἐκ τμημάτων Κλάσεως «Α» ἤ «Β» ἐκτεινομένων ἀπό καταστρώματος εἰς κατάστρωμα. Ὁσάκις ὑπάρχουν ἐκ' ἀμφοτέρων τῶν πλευρῶν τοῦ διαφράγματος συνεχεῖς ὀροφαί ἤ ἐπενδύσεις Κλάσεως «Β» τό διάφραγμα δύναται νά τερματίζεται εἰς αὐτάς. Αἱ θῦραι τῶν θαλαμίσκων καί τῶν κοινοχρήστων χώρων δύνανται νά ἔχουν ἀνοίγματα ἐξαερισμοῦ εἰς τό κατώτερον ἥμισυ αὐτῶν.

(ιι) Τά διάκενα τά περικλειόμενα ὄπισθεν τῶν ἐπιστρώσεων, φατνωμάτων καί ἐπενδύσεων θά ὑποδιαιροῦνται καταλλήλως ὑπό καλῶς ἐφαρμοζόντων διαχωρισμάτων ἀέρος, κειμένων εἰς μεταξύ αὐτῶν ἀπόστασιν οὐχί μεγαλυτέραν τῶν 14 μέτρων.

(ιιι) Ὀροφαί, ἐπενδύσεις, διαφράγματα καί μονώσεις, πλήν τῶν μονώσεων διαμερισμάτων καταψύξεως δέον νά ἀποτελῶνται ἐξ ἀκαύστου ὑλικοῦ. Οὐσίαι διά τήν ἀποφυγήν διαρροῶν ἀερίων καί κολλώδεις τοιαῦται χρησιμοποιούμεναι ἐν συνδυασμῷ μετά τῶν μονώσεων καθώς καί μονώσεις σωλήνων διά συστήματα ψύξεως, δέν εἶναι ἀπαραίτητον ὅπως εἶναι ἀκαύστου τύπου, πρέπει ὅμως νά ὑπάρχουν εἰς ὅσον τό δυνατόν μικροτέραν ποσότητα καί αἱ ἐκτεθειμέναι ἐπιφάνειαι αὐτῶν νά ἔχουν ἰδιότητας κατά τῆς ἐξαπλώσεως τῆς φλογός, ἱκανοποιούσας τήν Ἀρχήν.

(ιν) Τά πλαίσια, περιλαμβανομένων τῶν βάσεων καί τῶν ἐνωτικῶν τεμαχίων, διαφραγμάτων, ἐπενδύσεων, ὀροφῶν καί φραγμάτων ρεύματος ἀέρος, ἐάν ὑφίστανται τοιαῦτα, πρέπει νά εἶναι κατασκευασμένα ἐξ ἀκαύστου ὑλικοῦ. ρακτηρίζωνται ἀπό ἰδιότητα χαμηλῆς ἐξαπλώσεως τῆς φλογός.

(ν) Ἅπασαι αἱ ἐκτεθειμέναι ἐπιφάνειαι εἰς τούς διαδρόμους καί τά κλιμακοστάσια, ὡς καί αἱ ἐπιφάνειαι εἰς κεκρυμμένους ἤ ἀπροσίτους χώρους πρέπει νά χαρακτηρίζωνται ἀπό ἰδιότητα χαμηλῆς διαδόσεως τοῦ πυρός*.

(νι) Τά διαφράγματα, αἱ ἐπενδύσεις καί αἱ ὀροφαί δύνανται νά καλύπτωνται ὑπό καυσίμου ἐπιστρώσεως μεγίστου πάχους δύο (2) χιλιοστῶν τοῦ μέτρου ἐντός

* Γίνεται μνεία τῆς Συστάσεως ἥτις υἱοθετήθη ὑπό τοῦ Ὀργανισμοῦ διά τῆς Ἀποφάσεως Α.214(VII) ἀφορώσης εἰς τάς Βελτιωμένας Προκαρκτικάς Ὁδηγίας ἐπί τῶν Διαδικασιῶν Δοκιμῆς τῶν Ἐπιφανειακῶν Ἐπιστρώσεων τῶν Καταστρωμάτων.

* Γίνεται μνεία τῆς Συστάσεως ἥτις υἱοθετήθη ὑπό τοῦ Ὀργανισμοῦ διά τῆς Ἀποφάσεως Α.166(E.S.IV) ἐπί τῶν Ὁδηγιῶν διά τήν Ἐκτίμησιν τῶν ἐπί τῆς Πυρκαϊᾶς Ἐπικινδύνων Ἰδιοτήτων τῶν Ὑλικῶν.

οἱουδήποτε χώρου πλήν τῶν διαδρόμων, κλιμακοστασίων καί σταθμῶν ἐλέγχου ὅπου τό μέγιστον πάχος δέν πρέπει νά ὑπερβαίνη τό 1,5 χιλιοστόν τοῦ μέτρου.

(vii) Κλιμακοστάσια διαπερῶντα ἕν μόνον κατάστρωμα πρέπει νά προστατεύωνται ἐπί ἑνός τοὐλάχιστον ἐπιπέδου διά διαχωριστικῶν τμημάτων Κλάσεως «Α» ἤ «Β» καί αὐτοκλειομένων θυρῶν οὕτως ὥστε νά περιορίζηται ἡ ταχεῖα ἐξάπλωσις τοῦ πυρός ἐκ τοῦ ἑνός καταστρώματος εἰς τό ἕτερον. Ὀχετοί ἀνελκυστήρων πληρώματος δέον ὅπως ἀποτελοῦνται ἀπό τμήματα Κλάσεως «Α». Κλιμακοστάσια καί ὀχετοί ἀνελκυστήρων διαπερῶντα πλείονα τοῦ ἑνός καταστρώματα πρέπει νά περιβάλλωνται ὑπό τμημάτων Κλάσεως «Α» καί νά προστατεύωνται εἰς ὅλα τά καταστρώματα διά χαλυβδίνων θυρῶν αὐτοκλειομένου τύπου. Εἰς τάς θύρας αὐτάς δέν πρέπει νά ὑπάρχουν χειρολαβαί μέ ἄγκιστρα ἀκινητοποιήσεως.

Πάντως δύνανται νά χρησιμοποιῶνται τηλεχειριζόμενοι τύποι μηχανισμῶν, μή ὑποκείμενοι εἰς κινδύνους βλαβῶν, διά τήν κράτησιν τῶν θυρῶν εἰς τήν ἀνοικτήν θέσιν, δυνάμενοι νά ἐξασφαλίσουν ἀπελευθέρωσιν ἐξ ἀποστάσεως.

(γ) Οἱ ἀγωγοί ἀερισμοῦ τῶν χώρων τῶν μηχανῶν Κατηγορίας Α γενικῶς δέν πρέπει νά διέρχωνται μέσῳ τῶν χώρων ἐνδιαιτήσεως, ὑπηρετικῶν ἤ σταθμῶν ἐλέγχου. Κατ' ἐξαίρεσιν δύναται νά ἐπιτραπῇ ὑπό τῆς 'Αρχῆς ἀπόκλισις ἐκ τῆς ἀπαιτήσεως ταύτης ὑπό τάς κάτωθι προϋποθέσεις:

(i) Οἱ ἀγωγοί εἶναι κατεσκευασμένοι ἐκ χάλυβος καί διαθέτουν μόνωσιν τύπου «Α-60», ἤ

(ii) Οἱ ἀγωγοί εἶναι κατεσκευασμένοι ἐκ χάλυβος καί φέρουν αὐτόματον φράκτην πυρός πλησίον τοῦ τοιχώματος ὅπερ διαπερνοῦν ἵνα εἰσχωρήσουν εἰς τόν χῶρον καί φέρουν μόνωσιν τύπου «Α-60» εἰς τμῆμα αὐτῶν ἐκ τοῦ χώρου μηχανῶν Κατηγορίας Α μέχρι σημείου ἀπέχοντος τοὐλάχιστον 5 μέτρα πέραν τοῦ φράκτου πυρός.

(δ) Ἀγωγοί ἀερισμοῦ προοριζόμενοι διά τούς χώρους ἐνδιαιτήσεως, ὑπηρεσίας ἤ σταθμούς ἐλέγχου γενικῶς δέν πρέπει νά διέρχωνται μέσῳ τῶν χώρων μηχανῶν Κατηγορίας Α. Δύναται νά ἐπιτραπῇ ὑπό τῆς 'Αρχῆς ἀπόκλισις ἐκ τῆς ἀπαιτήσεως ταύτης ὑπό τόν ὅρον οἱ ἀγωγοί νά εἶναι κατεσκευασμένοι ἐκ χάλυβος καί ὅτι ὑπάρχουν αὐτόματοι φράκται πυρός πλησίον τῶν τοιχωμάτων ἅτινα διαπερῶνται.

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(α) Ἡ διάταξις καί ἡ θέσις τῶν ἀνοιγμάτων τοῦ καταστρώματος τῶν δεξαμενῶν φορτίου, ἐξ ὧν δύνανται νά ἀναδυθοῦν ἀέρια πρέπει νά εἶναι τοιαύτη ὥστε νά περιορίζεται εἰς τό ἐλάχιστον ἡ δυνατότης εἰσροῆς τῶν ἀερίων εἰς κλειστούς χώρους περιέχοντας πηγήν ἐναύσεως ἤ συγκεντρώσεως ἀερίων εἰς περιοχήν μηχανημάτων καί ἐξαρτημάτων καταστρώματος, ἅτινα εἶναι δυνατόν νά δημιουργοῦν κινδύνους ἐναύσεως.

Εἰς πᾶσαν περίπτωσιν τό ὕψος τῆς ἄνωθεν τοῦ καταστρώματος ἐξαγωγῆς καί ἡ ταχύτης ἐκκενώσεως τῶν ἀερίων πρέπει νά ἐξετάζωνται ἐν συνδυασμῷ μετά τῆς ἀποστάσεως πάσης ἐξαγωγῆς ἐξ οἱουδήποτε ἀνοίγματος ὑπερστεγάσματος ἤ πηγῆς ἐναύσεως.

(β) Ἡ διάταξις τῶν εἰσαγωγῶν καί ἐξαγωγῶν τοῦ ἀερισμοῦ καί τῶν λοιπῶν ἀνοιγμάτων τῶν τοιχωμάτων τῶν χώρων ὑπερκατασκευῶν καί ὑπερστεγασμάτων πρέπει νά εἶναι τοιαύτη ὥστε νά ἀνταποκρίνεται πρός τάς ἀπαιτήσεις τῆς παραγράφου (α) τοῦ παρόντος Κανονισμοῦ.

Τοιαῦτα ἀνοίγματα ἰδίως διά τούς χώρους μηχανῶν δέον νά εὑρίσκωνται ὅσον εἶναι δυνατόν περισσότερον πρός πρύμνην.

'Επί τούτου πρέπει νά λαμβάνεται μέριμνα ὅτε τό πλοῖον φορτώνει ἐκ τῆς πρύμνης. Πηγαί ἐναύσεως ὡς λ.χ. ἠλεκτρικά ἐργαλεῖα ἤ ἐξαρτήματα δέον νά τοποθετῶνται εἰς τοιαύτας θέσεις ὥστε νά ἀποφεύγεται ἡ δημιουργία κινδύνου ἐκρήξεως.

(γ) Οἱ χῶροι ἀντλιοστασίου πρέπει νά ἀερίζωνται μηχανικῶς, αἱ δέ ἐξαγωγαί τῶν ἐξαεριστήρων πρέπει νά ὁδηγοῦνται εἰς ἀσφαλῆ θέσιν ἐπί τοῦ ἀνοικτοῦ καταστρώματος.

Ὁ ἐξαερισμός τῶν χώρων αὐτῶν πρέπει νά εἶναι τοιαύτης ἱκανότητος ὥστε νά περιορίζηται εἰς τό ἐλάχιστον ἡ δυνατότης συσσωρεύσεως εὐφλέκτων ἀερίων. Ὁ ἀριθμός τῶν ἀλλαγῶν ἀέρος δέον ἵνα εἶναι τοὐλάχιστον 20 φοράς καθ' ὥραν, ἐπί τῇ βάσει τοῦ συνολικοῦ ὄγκου τοῦ χώρου.

Οἱ ἀγωγοί ἐξαερισμοῦ πρέπει νά εἶναι τοιουτοτρόπως τοποθετημένοι, ὥστε νά ἐξαερίζεται ἐπαρκῶς ὁλόκληρος ὁ χῶρος.

Ὁ ἐξαερισμός δέον νά εἶναι τύπου ἀναρροφήσεως.

Κανονισμός 59

Μέσα Διαφυγῆς

'Επί πλέον τῶν ἀπαιτήσεων τῆς παραγράφου (α) τοῦ Κανονισμοῦ 53 τοῦ παρόντος Κεφαλαίου ἡ 'Αρχή δέον ὅπως καθορίζῃ κατά περίπτωσιν τόν ἀριθμόν καί τό εἶδος τῶν μέσων διαφυγῆς, εἰς περίπτωσιν κινδύνου, ἐκ τῶν κοιτωνίσκων τοῦ προσωπικοῦ τοῦ πλοίου.

Κανονισμός 60

Προστασία Δεξαμενῶν Φορτίου

(α) Διά δεξαμενόπλοια νεκροῦ βάρους 100.000 τόννων καί ἄνω καί διά πλοῖα συνδεδυασμένων μεταφορῶν νεκροῦ βάρους 50.000 τόννων καί ἄνω, ἡ προστασία τῶν δεξαμενῶν φορτίου καί τῆς περιοχῆς καταστρώματος αὐτῶν θά ἐξασφαλίζωνται δι' ἑνός μονίμου συστήματος ἐκτοξεύσεως ἀφροῦ ἐπί τοῦ καταστρώματος καί ἑνός συστήματος ἀδρανοῦς ἀερίου συμφώνως πρός τάς διατάξεις τῶν Κανονισμῶν 61 καί 62 τοῦ παρόντος Μέρους. 'Αντί τῶν ὡς ἄνω ἐγκαταστάσεων ἡ 'Αρχή κατόπιν μελέτης τῶν διατάξεων καί τοῦ ἐξοπλισμοῦ τοῦ πλοίου, δύναται νά ἐγκρίνῃ ἑτέρους συνδυασμούς μονίμων συστημάτων, ἐάν οὗτοι παρέχουν προστασίαν ἰσοδύναμον πρός τήν ἀνωτέρω, δυνάμει τοῦ Κανονισμοῦ 5 τοῦ Κεφαλαίου I τῆς παρούσης Συμβάσεως.

(β) Διά νά θεωρηθῇ ἕν προτεινόμενον σύστημα ἰσοδύναμον πρός τό τοιοῦτον ἀφροῦ καταστρώματος δέον ὅπως:

(i) Εἶναι ἱκανόν ὅπως κατασβέννῃ πυρκαϊάν ἐξ ἐκχυλίσεως τῶν δεξαμενῶν καί προλαμβάνῃ ἐπίσης ἀνάφλεξιν ἐκρέοντος πετρελαίου μή ἀναφλεγέντος εἰσέτι, καί

(ii) Εἶναι ἱκανόν διά τήν καταπολέμησιν πυρκαϊᾶς εἰς δεξαμενάς αἵτινες ἔχουν ὑποστῆ ῥῆγμα.

(γ) Διά νά θεωρηθῇ ἕν προτεινόμενον σύστημα ἰσοδύναμον πρός τό τοιοῦτον ἀδρανοῦς ἀερίου δέον ὅπως:

(ι) Εἶναι ἱκανόν νά προλαμβάνῃ ἐπικινδύνους συσσωρεύσεις ἐκκρηκτικῶν μειγμάτων ἐντός τῶν ἀθίκτων δεξαμενῶν φορτίου, κατά τήν διάρκειαν τῆς κανονικῆς λειτουργίας των καθ' ὅλον τό ταξείδιον ὑπό ἕρμα καί κατά τάς ἀπαραιτήτους ἐργασίας ἐντός τῶν δεξαμενῶν, καί

(ιι) Εἶναι τοιουτοτρόπως σχεδιασμένον ὥστε νά περιορίζῃ εἰς τό ἐλάχιστον τόν κίνδυνον ἀναφλέξεως ἐκ τῆς δημιουργίας στατικοῦ ἠλεκτρισμοῦ προερχομένου ἐξ αὐτοῦ τούτου τοῦ συστήματος.

(δ) Διά δεξαμενόπλοια νεκροῦ βάρους κάτω τῶν 100.000 τόννων καί διά πλοῖα συνδεδυασμένων μεταφορῶν νεκροῦ βάρους κάτω τῶν 50.000 τόννων, ἡ 'Αρχή κατά τήν ἐφαρμογήν τῶν ἀπαιτήσεων τῆς παραγράφου (στ) τοῦ Κανονισμοῦ 52 τοῦ παρόντος Κεφαλαίου δύναται νά ἀποδεχθῇ σύστημα ἀφροῦ ἱκανοῦ ὅπως διοχετεύει ἀφρόν, ἐσωτερικῶς ἤ ἐξωτερικῶς, εἰς τάς δεξαμενάς. Αἱ λεπτομέρειαι κατασκευῆς μιᾶς τοιαύτης ἐγκαταστάσεως δέον ὅπως καθορίζωνται ὑπό τῆς 'Αρχῆς πρός ἱκανοποίησίν της.

Κανονισμός 61

Μόνιμον Σύστημα 'Αφροῦ Καταστρώματος

Τό μόνιμον σύστημα ἀφροῦ καταστρώματος ὅπερ ἀναφέρεται εἰς τήν παράγραφον (α) τοῦ Κανονισμοῦ 60 τοῦ παρόντος Κεφαλαίου θά εἶναι ἐσχεδιασμένον ὡς ἀκολούθως:

(α) Αἱ διατάξεις παραγωγῆς ἀφροῦ πρέπει νά εἶναι ἱκαναί νά διανέμουν τόν ἀφρόν εἰς ὁλόκληρον τήν περιοχήν τοῦ καταστρώματος τῶν δεξαμενῶν φορτίου, ὡς καί ἐντός πάσης δεξαμενῆς φορτίου, τό κατάστρωμα τῆς ὁποίας ἔχει ὑποστῇ ρῆγμα.

(β) Τό σύστημα ἀφροῦ καταστρώματος πρέπει νά εἶναι ἁπλῆς καί ταχείας λειτουργίας. 'Ο κύριος σταθμός ἐλέγχου τοῦ συστήματος πρέπει νά εἶναι τοποθετημένος ἐκτός τῆς περιοχῆς τῶν δεξαμενῶν φορτίου, νά γειτνιάζῃ πρός τούς χώρους ἐνδιαιτήσεως, νά εἶναι εὐπρόσιτος καί νά δύναται νά λειτουργήσῃ εἰς περίπτωσιν πυρκαϊᾶς ἐμφανισθείσης εἰς τούς χώρους τούς ὁποίους προστατεύει.

(γ) 'Ο ρυθμός παραγωγῆς διαλύματος ἀφροῦ δέν πρέπει νά εἶναι χαμηλότερος τοῦ ὑψηλοτέρου τῶν ἀκολούθων:

(ι) 0,6 λίτρα ἀνά λεπτόν καί τετραγωνικόν μέτρον ἐπιφανείας καταστρώματος. 'Ως τοιαύτη λογίζεται ἡ προκύπτουσα ἐκ τοῦ εὔρους τοῦ σκάφους ἐπί τήν συνολικήν διαμήκη ἔκτασιν τῶν δεξαμενῶν φορτίου, ἤ

(ιι) 6 λίτρα ἀνά λεπτόν καί τετραγωνικόν μέτρον τῆς ὁριζοντίας τομῆς τῆς δεξαμενῆς ἥτις ἔχει τήν μεγαλυτέραν ἐπιφάνειαν.

Πρέπει νά παρέχεται ἐπαρκής συμπεπυκνωμένος ἀφρός ὥστε νά ἐξασφαλίζεται ἡ δημιουργία διαλύματος ἀφροῦ ἐπί 20 λεπτά τῆς ὥρας τοὐλάχιστον εἰς τήν μεγαλυτέραν ἐκ τῶν δύο ποσοτήτων αἱ ὁποῖαι καθορίζονται ὑπό τῶν ἐδαφίων (ι) ἤ (ιι) τῆς παρούσης παραγράφου. 'Ο λόγος ἐκτονώσεως τοῦ ἀφροῦ (ἤτοι ὁ λόγος τοῦ ὄγκου τοῦ παραγομένου ἀφροῦ πρός τόν ὄγκον τοῦ μείγματος ὕδατος καί συμπεπυκνωμένου ἀφροῦ) δέν πρέπει γενικῶς νά ὑπερβαίνῃ τό 12 πρός 1. 'Οσάκις τά συστήματα παράγουν κυρίως ἀφρόν χαμηλῆς ἐκτονώσεως ἀλλά μέ ἀναλογίαν ἐλαφρῶς ὑπερβαίνουσαν τό 12 πρός 1, ἡ ποσότης τοῦ διαθεσίμου διαλύματος ἀφροῦ πρέπει νά ὑπολογίζηται ὡς καί διά τά συστήματα μέ ἀναλογίαν 12 πρός 1. 'Οταν χρησιμοποιῆται ἀφρός μέσης ἐκτονώσεως (ἤτοι μεταξύ 50 πρός 1 καί 150 πρός 1), ἡ παροχή τοῦ ἀφροῦ καί ἡ ἱκανότης τῶν ἐγκαταστάσεων ἐκτοξευτήρων θά καθορίζεται ὑπό τῆς 'Αρχῆς.

(δ) 'Ο ἀφρός ἀπό τό μόνιμον σύστημα ἀφροῦ θά διοχετεύεται ἐξ εἰδικῶν ἐκτοξευτήρων καί ἀκροσωληνίων. Τοὐλάχιστον τό 50 τοῖς ἑκατόν τῆς ἀπαιτουμένης παροχῆς ἀφροῦ δέον ν' ἀποδίδεται ἐξ ἑκάστου ἐκτοξευτῆρος.

(ε) (ι) 'Ο ἀριθμός καί ἡ θέσις τῶν ἐκτοξευτήρων θά εἶναι τοιαύτη ὥστε νά πληροῦνται αἱ ἀπαιτήσεις τῆς παραγράφου (α) τοῦ παρόντος Κανονισμοῦ. 'Η δυνατότης παροχῆς διαλύματος ἀφροῦ ἐξ ἑκάστου ἐκτοξευτῆρος εἰς λίτρα ἀνά λεπτόν δέον νά εἶναι τοὐλάχιστον τριπλασία τῆς προστατευομένης ὑπό τῆς λήψεως ἐπιφανείας καταστρώματος εἰς τετραγωνικά μέτρα, ἡ τοιαύτη δέ ἐπιφάνεια δέον ὅπως εὑρίσκεται ἐξ ὁλοκλήρου ἔμπροσθεν τοῦ ἐκτοξευτῆρος.

(ιι) 'Η ἀπόστασις τοῦ ἐκτοξευτῆρος ἀπό τό πλέον ἀπομεμακρυσμένον σημεῖον τῆς προστατευομένης ἐπιφανείας ἔμπροσθεν αὐτῆς δέον ὅπως μή εἶναι μεγαλυτέρα τοῦ 75 ο/ο τῆς προβολῆς αὐτῆς ὑπό συνθήκας ἀπνοίας.

(στ) 'Εκτοξευτῆρες καί λήψεις διά τήν σύνδεσιν εὐκάμπτων σωλήνων καί ἀκροσωληνίων δέον νά εὑρίσκωνται δεξιά καί ἀριστερά εἰς τό ἐμπρόσθιον μέρος τοῦ ἐπιστέγου ἤ εἰς χώρους ἐνδιαιτήσεως ἔχοντας ὄψιν πρός τό κατάστρωμα τῶν δεξαμενῶν φορτίου. Θά προβλέπωνται ἀκροσωλήνια δι' εὐχέρειαν ἑλιγμῶν κατά τήν διάρκειαν τῶν ἐπιχειρήσεων, καταπολεμήσεως τῆς πυρκαϊᾶς καί διά τήν κάλυψιν περιοχῶν ἀποκρυπτομένων ἀπό τούς ἐκτοξευτῆρας.

(ζ) Δέον ὅπως ὑφίστανται ἐπιστόμια τόσον εἰς τόν κύριον ἀγωγόν ἀφροῦ ὅσον καί εἰς τό δίκτυον πυρκαϊᾶς, ἀμέσως ἔμπροσθεν πάσης θέσεως ἐκτοξευτῆρος ἵνα ἀπομονοῦνται ἀπό τούς ἀνωτέρω ἀγωγούς τυχόν ὑφιστάμενα βλάβην τμήματα.

(η) 'Η λειτουργία τοῦ συστήματος ἀφροῦ καταστρώματος μέ τήν ἀπαιτουμένην παροχήν αὐτοῦ, πρέπει νά ἐπιτρέπῃ τήν ταυτόχρονον χρῆσιν τοῦ ἐλαχίστου ἀπαιτουμένου ἀριθμοῦ προβολῶν ὕδατος ὑπό τήν ἀπαιτουμένην πίεσιν ἐκ τοῦ δικτύου πυρκαϊᾶς.

Κανονισμός 62

Σύστημα 'Αδρανοῦς 'Αερίου

Τό σύστημα ἀδρανοῦς ἀερίου ὅπερ ἀναφέρεται εἰς τήν παράγραφον (α) τοῦ Κανονισμοῦ 60 τοῦ παρόντος Κεφαλαίου πρέπει νά εἶναι ἱκανόν ὅπως παρέχῃ εἰς τάς δεξαμενάς φορτίου, ὅτε τοῦτο ἀπαιτηθῇ, ἀέριον ἤ μῖγμα ἀερίων μέ τόσον χαμηλήν περιεκτικότητα εἰς ὀξυγόνον, ὥστε νά καθίσταται ἡ ἐντός τῆς δεξαμενῆς ἀτμόσφαιρα ἀδρανής, ἤτοι ἀνίκανος ὅπως διαδώσῃ φλόγας. Τό τοιοῦτον σύστημα θά πληροῖ τάς κατωτέρω προϋποθέσεις:

(α) Δέον ὅπως περιορίζῃ εἰς τό ἐλάχιστον τήν ἀνάγκην εἰσόδου ἀτμοσφαιρικοῦ ἀέρος ἐντός τῆς δεξαμενῆς, κατά τήν διάρκειαν τῆς ὁμαλῆς λειτουργίας τοῦ πλοίου, ἐξαιρέσει τῶν περιπτώσεων προπαρασκευῆς τῆς δεξαμενῆς διά τήν εἴσοδον ἐντός αὐτῆς ἀτόμων.

(β) Αἱ κεναί δεξαμεναί δέον ὅπως δύνανται νά καθαρισθοῦν δι' ἀδρανοῦς ἀερίου πρός περιορισμόν τοῦ εἰς ὑδρογονάνθρακας περιεχομένου αὐτῶν μετά τήν ἐκφόρτωσιν τοῦ φορτίου.

(γ) 'Η πλύσις τῶν δεξαμενῶν δέον ὅπως εἶναι δυνατόν νά πραγματοποιῆται ἐντός ἀδρανοῦς ἀτμοσφαίρας.

(δ) Τό σύστημα πρέπει νά είναι τοιοῦτον ὥστε κατά τήν ἐκφόρτωσιν νά ἐξασφαλίζεται ὅπως εἶναι διαθέσιμος ὁ ὄγκος τοῦ ἀερίου ὁ ἀναφερόμενος εἰς τήν παράγραφον (στ) τοῦ παρόντος Κανονισμοῦ. Κατά τάς λοιπάς περιπτώσεις δέον ὅπως διατίθεται συνεχῶς ἐπαρκής ποσότης ἀερίου ὥστε νά ἐξασφαλίζηται συμμόρφωσις πρός τήν παράγραφον (ζ) τοῦ παρόντος Κανονισμοῦ.

(ε) Δέον ὅπως ὑφίστανται κατάλληλα μέσα διά τόν καθαρισμόν τῶν δεξαμενῶν τόσον μέ καθαρόν ἀέρα ὅσον καί μέ ἀδρανές ἀέριον.

(στ) Τό σύστημα πρέπει νά παράγη ἀδρανές ἀέριον μέ ἀπόδοσιν ἴσην πρός τό 125% τοὐλάχιστον τῆς μεγίστης πραγματικῆς ἀποδόσεως τῶν ἀντλιῶν φορτίου.

(ζ) Ὑπό συνήθεις συνθήκες λειτουργίας, ὅταν αἱ δεξαμεναί πληροῦνται ἤ ἔχουν πληρωθῆ μέ ἀδρανές ἀέριον, πρέπει νά διατηρῆται ἐντός αὐτῶν ὑπερπίεσις.

(η) Αἱ ἐξαγωγαί ἀερίων καθαρισμοῦ πρέπει νά εὑρίσκωνται εἰς τόν ἀνοικτόν ἀέρα καί νά πληροῦν τάς αὐτάς γενικάς ἀπαιτήσεις πρός τάς καθοριζομένας διά τάς ἐξόδους τῶν ἐξαεριστήρων τῶν δεξαμενῶν τῶν πετρελαιοφόρων αἵτινες ἀναφέρονται εἰς τήν παράγραφον (α) τοῦ Κανονισμοῦ 58 τοῦ παρόντος Κεφαλαίου.

(θ) Πρέπει νά ὑφίσταται εἰδικόν φίλτρον τό ὁποῖον νά ψύχη ἀποτελεσματικῶς τό ἀέριον καί ἀφαιρῆ ἀπό αὐτό τυχόν στερεάς ὕλας καθώς καί τά ἐκ τῆς καύσεως προερχόμενα παράγωγα θείου.

(ι) Πρέπει νά ὑπάρχουν τοὐλάχιστον δύο ἀνεμιστῆρες (φυσητῆρες), οἱ ὁποῖοι ὁμοῦ, νά εἶναι ἱκανοί νά διοχετεύουν τοὐλάχιστον τήν ἐν παραγράφῳ (στ) τοῦ παρόντος Κανονισμοῦ καθοριζομένην ποσότητα ἀερίου.

(ια) Τό περιεχόμενον ὀξυγόνον ἐντός τοῦ διοχετευομένου ἀδρανοῦς ἀερίου δέν πρέπει κανονικῶς νά ὑπερβαίνη τό 5 ο/ο κατ' ὄγκον.

(ιβ) Πρέπει νά διατίθενται κατάλληλα μέσα διά τήν πρόληψιν τῆς ἐπιστροφῆς ἀερίων περιεχόντων ὑδρογονάνθρακας ἤ ὑδρατμούς ἐκ τῶν δεξαμενῶν εἰς τούς χώρους τῶν μηχανῶν καί τούς καπναγωγούς. Ἐπίσης κατάλληλα μέσα δέον νά διατίθενται διά τήν πρόληψιν τῆς ἀναπτύξεως ὑπερβολικῆς πιέσεως ἤ κενοῦ ἀέρος. Ἐπί πλέον δέον νά ἐγκαθίσταται ἐπί τοῦ φίλτρου καθαρισμοῦ ἤ τοῦ καταστρώματος ἀποτελεσματική ὑδατοπαγίς. Αἱ διακλαδώσεις τῶν ἀγωγῶν τοῦ ἀδρανοῦς ἀερίου πρέπει νά εἶναι ἐφωδιασμέναι μέ ἐπιστόμια ἤ παρόμοια μέσα ἐλέγχου εἰς ἑκάστην δεξαμενήν. Τό σύστημα πρέπει νά εἶναι τοιοῦτον, ὥστε νά περιορίζηται εἰς τό ἐλάχιστον ὁ κίνδυνος ἀναφλέξεως ἐκ τῆς δημιουργίας στατικοῦ ἠλεκτρισμοῦ.

(ιγ) Πρέπει νά ὑφίσταται ἐγκατάστασις ὀργάνων πρός συνεχῆ παρακολούθησιν τῶν ἐνδείξεων καί καταγραφήν κατά τόν χρόνον παροχῆς ἀδρανοῦς ἀερίου, τῆς πιέσεως καί τοῦ περιεχομένου ὀξυγόνου τοῦ ἀερίου εἰς τήν κυρίαν σωλήνωσιν τοῦ ἀδρανοῦς ἀερίουκαί ἐπί τῆς πλευρᾶς καταθλίψεως τοῦ φυσητῆρος. Ἡ τοιαύτη ἐγκατάστασις ὀργάνων δέον ὅπως, κατά προτίμησιν εὑρίσκεται εἰς τόν σταθμόν ἐλέγχου φορτίου, ἐφ' ὅσον ὑφίσταται τοιοῦτος, πάντως δέον ὅπως εἶναι εὐχερῶς προσιτή ὑπό τοῦ ἀξιωματικοῦ ὑπηρεσίας εἰς τάς ἐργασίας φορτοεκφορτώσεως. Φορητά ὄργανα κατάλληλα διά τήν μέτρησιν ὀξυγόνου καί ἀερίων ὑδρογονανθράκων ἤ ἀναθυμιάσεων τούτων ὡς καί αἱ ἀναγκαῖαι πρός τοῦτο συνδέσεις αὐτῶν μετά τῶν δεξαμενῶν, πρέπει νά διατίθενται διά τόν ἔλεγχον τοῦ περιεχομένου αὐτῶν.

(ιδ) Δέον ὅπως διατίθενται μέσα διά τήν ἔνδειξιν τῆς θερμοκρασίας καί πιέσεως ἐντός τοῦ συστήματος σωληνώσεων τοῦ ἀδρανοῦς ἀερίου.

(ιε) Πρέπει νά διατίθενται συστήματα ἐκπομπῆς σημάτων κινδύνου εἰς περιπτώσεις:

(ι) Ὑψηλῆς περιεκτικότητος ὀξυγόνου ἐντός τοῦ συστήματος σωληνώσεων ἀδρανοῦς ἀερίου,

(ιι) Χαμηλῆς πιέσεως ἀερίου ἐντός τοῦ συστήματος σωληνώσεως ἀδρανοῦς ἀερίου,

(ιιι) Χαμηλῆς πιέσεως εἰς τήν παροχήν τῆς ὑδατοπαγίδος καταστρώματος, ἐάν ὑφίσταται τοιοῦτον.

(ιv) Ὑψηλῆς θερμοκρασίας τοῦ ἀερίου ἐντός τοῦ συστήματος σωληνώσεων τοῦ ἀδρανοῦς ἀερίου, καί

(v) Χαμηλῆς πιέσεως ὕδατος εἰς τό φίλτρον

καί συστήματα αὐτομάτου διακοπῆς ἐπί τῇ ὑπερβάσει προκαθωρισμένων ὁρίων ἀφορώντων εἰς τάς περιπτώσεις (ιιι), (ιv) καί (v) ἀνωτέρω.

(ιστ) Ὁ πλοίαρχος οἱουδήποτε πλοίου ἐξωπλισμένου μέ σύστημα ἀδρανοῦς ἀερίου πρέπει νά ἐφοδιάζηται δι' ἐγχειριδίου ὁδηγιῶν τό ὁποῖον θά περιλαμβάνη ἀπαιτήσεις λειτουργίας, ἀσφαλείας καί ὑγιεινῆς ἀναφερομένας εἰς τήν λειτουργίαν τούτου.

Κανονισμός 63

Ἀντλιοστάσιον

Ἕκαστον ἀντλιοστάσιον φορτίου δέον ὅπως εἶναι ἐφωδιασμένον μέ μόνιμον σύστημα κατασβέσεως πυρκαϊᾶς χειριζόμενον ἀπό εὐχερῶς προσιτήν θέσιν ἐκτός αὐτοῦ. Τό σύστημα δέον ὅπως λειτουργῆ διά ψεκασμοῦ ὕδατος ἤ δι' ἄλλου καταλλήλου μέσου καθοριζομένου ὑπό τῆς Ἀρχῆς.

Κανονισμός 64

Προφύσια

Ἅπαντα τά ἀπαιτούμενα προφύσια τῶν εὐκάμπτων σωλήνων ὕδατος δέον ὅπως εἶναι ἐγκεκριμένου τύπου, διπλῆς χρήσεως (λ.χ. ραντισμοῦ/προβολῆς) καί νά περιλαμβάνουν διακόπτην παροχῆς.

ΜΕΡΟΣ ΣΤ' — ΕΙΔΙΚΑ ΜΕΤΡΑ ΠΥΡΑΣΦΑΛΕΙΑΣ ΔΙ' ΥΠΑΡΧΟΝΤΑ ΕΠΙΒΑΤΗΓΑ ΠΛΟΙΑ

(Πρός ἐκπλήρωσιν τῶν σκοπῶν τοῦ Μέρους τούτου τοῦ παρόντος Κεφαλαίου, ὅλαι αἱ παραπομπαί αἱ ἀναφερόμεναι εἰς Κανονισμόν. . . (1948) ἔχουν τήν ἔννοιαν τῆς παραπομπῆς εἰς τούς Κανονισμούς τοῦ Κεφαλαίου ΙΙ τῆς Διεθνοῦς Συμβάσεως περί Ἀσφαλείας τῆς Ἀνθρωπίνης Ζωῆς ἐν Θαλάσσῃ, 1948, καί ὅλαι αἱ παραπομπαί αἱ ἀναφερόμεναι εἰς Κανονισμόν . . . (1960), ἐκτός ἐάν ἄλλως ὁρίζεται, ἔχουν τήν ἔννοιαν τῆς παραπομπῆς εἰς Κανονισμούς τοῦ Κεφαλαίου ΙΙ τῆς Διεθνοῦς Συμβάσεως περί Ἀσφαλείας τῆς Ἀνθρωπίνης Ζωῆς ἐν Θαλάσσῃ, 1960)

Κανονισμός 65

Ἐφαρμογή

Πᾶν ἐπιβατηγόν πλοῖον μεταφέρον περισσοτέρους τῶν 36 ἐπιβατῶν θά συμμορφοῦται τοὐλάχιστον πρός τά κάτωθι:

(α) Πλοῖον, τοῦ ὁποίου ἡ τρόπις ἐτέθη πρό τῆς 19ης Νοεμβρίου 1952, δέον νά συμμορφοῦται πρός τάς διατάξεις τῶν Κανονισμῶν 66 ἕως 85, περιλαμβανομένου, τοῦ παρόντος Μέρους.

(β) Πλοῖον, τοῦ ὁποίου ἡ τρόπις ἐτέθη τήν ἤ μετά τήν 19ην Νοεμβρίου 1952 ἀλλά πρό τῆς 26ης Μαΐου 1965, δέον νά συμμορφοῦται πρός τάς διατάξεις τῆς Διεθνοῦς Συμβάσεως περί 'Ασφαλείας τῆς 'Ανθρωπίνης Ζωῆς ἐν Θαλάσσῃ, 1948, τάς ἀναφερομένας εἰς τά μέτρα πυρασφαλείας τῆς ἐν λόγῳ Συμβάσεως τά ἐφαρμοζόμενα εἰς τά νέα πλοῖα καί ἐπιπροσθέτως δέον νά συμμορφοῦται πρός τάς διατάξεις τῶν Κανονισμῶν 68(β) καί (γ), 75, 77(β), 78, 80(β), 81(β) ἕως (ζ), 84 καί 85 τοῦ Μέρους τούτου.

(γ) Πλοῖον, τοῦ ὁποίου ἡ τρόπις ἐτέθη τήν ἤ μετά τήν 26ην Μαΐου 1965, ἀλλά πρό τῆς θέσεως ἐν ἰσχύϊ τῆς παρούσης Συμβάσεως, δέον, ἐκτός ἐάν συμμορφοῦται πρός τά Μέρη Α΄ καί Β΄ τοῦ παρόντος Κεφαλαίου, νά συμμορφοῦται πρός τάς διατάξεις τῆς Διεθνοῦς Συμβάσεως Περί 'Ασφαλείας τῆς 'Ανθρωπίνης Ζωῆς ἐν Θαλάσσῃ, 1960, τάς ἀναφερομένας εἰς τά μέτρα πυρασφαλείας τῆς ἐν λόγῳ Συμβάσεως τά ἐφαρμοζόμενα εἰς τά νέα πλοῖα καί ἐπιπροσθέτως δέον νά συμμορφοῦται πρός τούς Κανονισμούς 68(β) καί (γ), 80(β), 81(β), (γ) καί (δ) καί 85 τοῦ Μέρους τούτου.

Κανονισμός 66

Κατασκευή

Τά κατασκευαστικά συστατικά δέον νά εἶναι ἐκ χάλυβος ἤ ἑτέρου καταλλήλου ὑλικοῦ συμφώνως πρός τόν Κανονισμόν 27 (1948) πλήν τοῦ ὅτι ἀπομεμονωμένα ὑπερστεγάσματα, ἅτινα δέν περιλαμβάνουν ἐνδιαιτήματα καί ἐκτεθειμένα εἰς τόν καιρόν καταστρώματα δύνανται νά εἶναι ἐκ ξύλου, ἐάν τά λαμβανόμενα κατασκευαστικά μέτρα πυρασφαλείας ἱκανοποιοῦν τήν 'Αρχήν.

Κανονισμός 67

Κύριαι Κατακόρυφοι Ζῶναι

Τό πλοῖον θά ὑποδιαιρῆται εἰς κυρίας κατακορύφους ζώνας διά τμημάτων Κλάσεως «Α», συμφώνως πρός τόν Κανονισμόν 28 (1948). Τοιαῦτα τμήματα δέον νά ἔχουν ἐπαρκῆ βαθμόν μονώσεως, καθ'ὅσον τοῦτο τυγχάνει πρακτικόν, λαμβανομένης ὑπ'ὄψιν τῆς φύσεως τῶν γειτνιαζόντων χώρων, ὡς προβλέπεται ὑπό τοῦ Κανονισμοῦ 26(γ) (ιν) (1948).

Κανονισμός 68

'Ανοίγματα εἰς διαφράγματα Κυρίων Κατακορύφων Ζωνῶν

(α) Τό πλοῖον δέον νά συμμορφοῦται οὐσιωδῶς μέ τόν Κανονισμόν 29 (1948).

(β) Αἱ θῦραι πυρκαϊᾶς δέον νά εἶναι ἐκ χάλυβος ἤ ἰσοδυνάμου ὑλικοῦ μετά ἤ ἄνευ ἀκαύστου μονώσεως.

(γ) Προκειμένου περί ὀχετῶν καί ἀγωγῶν ἐξαερισμοῦ, ἐχόντων ἐγκαρσίαν τομήν 0,02 τετραγωνικῶν μέτρων (ἤ 31 τετραγωνικῶν δακτύλων) ἤ μεγαλυτέραν, οἱ ὁποῖοι διέρχονται διά τῶν τμημάτων τῶν κυρίων ζωνῶν, αἱ ἀκόλουθοι πρόσθετοι διατάξεις δέον νά ἐφαρμόζωνται:

(ι) Προκειμένου περί ὀχετῶν καί ἀγωγῶν ἐχόντων ἐγκαρσίαν τομήν μεταξύ 0,02 τετραγωνικῶν μέτρων (31 τετραγωνικῶν δακτύλων) καί 0,075 τετραγωνικῶν μέτρων (116 τετραγ. δακτύλων) περιλαμβανομένων, οἱ φράκται πυρός θά εἶναι τύπου παρέχοντος πλήρη ἀσφάλειαν ἔναντι βλάβης καί κλειομένου αὐτομάτως ἤ οἱ τοιοῦτοι ὀχετοί καί ἀγωγοί θά μονοῦνται, τοὐλάχιστον ἐπί 457 χιλιοστῶν (18 δακτύλων) ἐπ' ἀμφοτέρων τῶν πλευρῶν τοῦ χωρίσματος, ἵνα συμμορφωθῶσι πρός τάς ἐφαρμοζομένας ἀπαιτήσεις διά τά διαφράγματα.

(ιι) Προκειμένου περί ὀχετῶν καί ἀγωγῶν ἐχόντων διατομήν ὑπερβαίνουσαν τά 0,075 τετραγ. μέτρα (116 τετραγ. δακτύλους) οἱ φράκται πυρός θά εἶναι τύπου παρέχοντος πλήρη ἀσφάλειαν ἔναντι βλάβης καί αὐτομάτως κλειομένου.

Κανονισμός 69

Διαχωρισμός τῶν Χώρων 'Ενδιαιτήσεως ἀπό τούς Χώρους Μηχανοστασίου, Φορτίου καί 'Υπηρετικούς

Τό πλοῖον δέον νά συμμορφοῦται πρός τόν Κανονισμόν 31 (1948).

Κανονισμός 70

'Εφαρμογή σχετιζομένη μέ τάς Μεθόδους Ι, ΙΙ καί ΙΙΙ

Οἱ χῶροι ἐνδιαιτήσεως καί οἱ ὑπηρετικοί τοιοῦτοι πλοίου τινός δέον νά συμμορφοῦνται πρός τάς διατάξεις τάς ἐπιβαλλομένας εἰς μίαν τῶν παραγράφων (α), (β), (γ) ἤ (δ) τοῦ παρόντος Κανονισμοῦ:

(α) Προκειμένου ἕν πλοῖον νά θεωρηθῇ ὅτι τελεῖ ἐν συμμορφώσει πρός τάς ἀπαιτήσεις τῆς Μεθόδου Ι, δέον νά ἐξοπλισθῇ διά δικτύου ἐξ ἀκαύστων διαφραγμάτων Κλάσεως «Β» ἐν οὐσιώδει συμμορφώσει μέ τόν Κανονισμόν 30(α) 1948, ὁμοῦ μέ μεγίστην χρῆσιν ἀκαύστων ὑλικῶν ἐν συμμορφώσει μέ τόν Κανονισμός 39(α) (1948).

(β) Προκειμένου ἕν πλοῖον νά θεωρηθῇ ὅτι τελεῖ ἐν συμμορφώσει πρός τάς ἀπαιτήσεις τῆς Μεθόδου ΙΙ:

(ι) Δέον νά ἐφοδιασθῇ διά συστήματος αὐτομάτου ραντισμοῦ καί συναγερμοῦ πυρκαϊᾶς, ὅπερ θά τελῇ ἐν οὐσιώδει συμμορφώσει μέ τούς Κανονισμούς 42 καί 48 (1948), καί

(ιι) ἡ χρῆσις καυσίμων ὑλικῶν παντός εἴδους θά περιορίζηται, καθ'ὅσον τοῦτο εἶναι λογικόν καί πρακτικόν.

(γ) Προκειμένου ἕν πλοῖον νά θεωρηθῇ ὅτι τελεῖ ἐν συμμορφώσει πρός τάς ἀπαιτήσεις τῆς Μεθόδου ΙΙΙ, δέον νά ἐξοπλισθῇ διά δικτύου ἐξ ἐπιβραδυντικῶν τῆς ἐξαπλώσεως τοῦ πυρός διαφραγμάτων διηκόντων ἀπό καταστρώματος εἰς κατάστρωμα, ἐν οὐσιώδει συμμορφώσει πρός τόν Κανονισμόν 30(β) (1948), ὁμοῦ μετά συστήματος αὐτομάτου ἀνιχνεύσεως, ἐν οὐσιώδει συμμορφώσει πρός τόν Κανονισμόν 43 (1948). 'Η χρῆσις καυσίμων καί ὑψηλοῦ βαθμοῦ εὐφλέκτων ὑλικῶν θά περιορίζεται, ὡς καθορίζεται εἰς τούς Κανονισμούς 39(β) καί 40(ζ) (1948).
'Απομάκρυνσις ἀπό τάς ἀπαιτήσεις τῶν Κανονισμῶν 39(β) καί 40(ζ) (1948) δυνατόν νά ἐπιτραπῇ μόνον ὅταν προβλέπεται ἐκτέλεσις περιπολίας κατά τῆς πυρκαϊᾶς, κατά διαλείμματα μή ὑπερβαίνοντα τά 20΄ πρῶτα λεπτά.

(δ) Προκειμένου ἕν πλοῖον νά θεωρηθῇ ὅτι τελεῖ ἐν συμμορφώσει πρός τάς ἀπαιτήσεις τῆς Μεθόδου ΙΙΙ:

(ι) Πρόσθετα τμήματα Κλάσεως «Α» δέον νά ύπάρχουν έντός τών χώρων ένδιαιτήσεως, ΐνα περιορίζουν, είς τούς χώρους αύτούς, τό μέσον μήκος τών κυρίων κατακορύφων ζωνών είς περίπου 20 μέτρα (ή 65,5 πόδας) καί

(ιι) Σύστημα αύτομάτου άνιχνεύσεως τοῦ πυρός δέον νά ύπάρχη έν ούσιώδει συμμορφώσει μέ τόν Κανονισμόν 43 (1948) καί

(ιιι) Ἅπασαι αί έκτεθειμέναι έπιφάνειαι τών διαφραγμάτων τών διαδρόμων καί θαλαμίσκων, ώς καί τά έπικαλύμματα αύτών, έντός τών χώρων ένδιαιτήσεως δέον νά έχουν περιωρισμένην ίσχύν έξαπλώσεως τοῦ πυρός καί

(ιν) Ἡ χρῆσις καυσίμων ύλικών δέον νά περιορίζηται, ώς καθορίζεται είς τόν Κανονισμόν 39(β) (1948). Ἀπομάκρυνσις άπό τάς άπαιτήσεις τοῦ Κανονισμοῦ 39(β) (1948) δυνατόν νά έπιτραπῆ, μόνον όταν προβλέπεται έκτέλεσις περιπολίας, κατά διαλείμματα μή ύπερβαίνοντα τά 20΄ λεπτά καί

ν) Πρόσθετα άκαυστα τμήματα Κλάσεως «Β» δέον νά ύπάρχουν άπό καταστρώματος είς κατάστρωμα, σχηματίζοντα δίκτυον έξ έπιβραδυντικών τῆς έξαπλώσεως τοῦ πυρός διαφραγμάτων, έντός τών όποίων ό χώρος παντός διαμερίσματος, πλήν τών κοινοχρήστων τοιούτων, δέον νά μή ύπερβαίνη γενικώς τά 300 τετραγωνικά μέτρα (ή 3.200 τετραγ. πόδας).

Κανονισμός 71

Προστασία Κατακορύφων Κλιμάκων

Αί κλίμακες δέον νά συμμορφοῦνται πρός τόν Κανονισμόν 33 (1948), έκτός έάν, είς περιπτώσεις έξαιρετικῆς δυσκολίας ή Ἀρχή δύναται νά έπιτρέψη τήν χρῆσιν άκαύστων τμημάτων καί Θυρών Κλάσεως «Β» άντί τμημάτων καί Θυρών Κλάσεως «Α» διά τάς περιφράξεις τῆς κλίμακος. Ἐπί πλέον, ή Ἀρχή δύναται νά έπιτρέψη κατ' έξαίρεσιν τήν διατήρησιν ξυλίνης τινός κλίμακος, έφ' όσον αύτη θά προστατεύεται ύπό ραντιστῆρος καί θά κλείη ίκανοποιητικώς.

Κανονισμός 72

Προστασία Ἀνελκυστήρων (Ἐπιβατών καί Ὑπηρεσίας) Κατακορύφων Ὀχετών Φωτισμοῦ καί Ἀερισμοῦ κ.λπ.

Τό πλοίον θά συμμορφοῦται πρός τόν Κανονισμόν 34 (1948).

Κανονισμός 73

Προστασία Σταθμών Ἐλέγχου

Τό πλοίον δέον νά συμμορφοῦται πρός τόν Κανονισμόν 35 (1948) έκτός έκείνων τών περιπτώσεων καθ' άς ή διάταξις ή ή κατασκευή τών σταθμών έλέγχου είναι τοιαύτη ώστε νά άποκλείη πλήρη συμμόρφωσιν, ώς λ.χ. έν περιπτώσει ξυλίνης κατασκευῆς τοῦ Θαλάμου πηδαλιουχίας, όπότε ή Ἀρχή δύναται νά έπιτρέψη τήν χρῆσιν έλευθέρως ίσταμένων άκαύστων τμημάτων Κλάσεως «Β» πρός προστασίαν τών ορίων τών τοιούτων σταθμών έλέγχου. Είς τοιαύτας περιπτώσεις κατά τάς όποίας χώροι εύρισκόμενοι άμέσως κάτωθι τοιούτων σταθμών έλέγχου δημιουργοῦν κίνδυνον μεγάλης έκτάσεως πυρκαϊᾶς, τό ένδιάμεσον κατάστρωμα δέον νά έχη πλήρη μόνωσιν, ώς έάν έπρόκειτο περί τμήματος Κλάσεως «Α».

Κανονισμός 74

Προστασία Ἀποθηκών κ.λπ.

Τό πλοίον θά συμμορφοῦται πρός τόν Κανονισμόν 36 (1948).

Κανονισμός 75

Παράθυρα καί Παραφωτίδες

Παραφωτίδες μηχανοστασίου καί λεβητοστασίου θά είναι ούτω πως κατεσκευασμέναι ώστε νά δύνανται νά κλείουν άπό θέσεως έξωτερικῆς τών τοιούτων χώρων.

Κανονισμός 76

Σύστημα Ἀερισμοῦ

(α) Ὅλος ό τεχνητός άερισμός, έξαιρουμένου τοῦ άερισμοῦ τών χώρων φορτίου καί τών μηχανών, θά έφοδιάζεται διά κυρίων διακοπτών τοποθετουμένων ούτω πως έξωθι τοῦ μηχανοστασίου καί είς σημεία τοσοῦτον άμέσως προσιτά, ώστε δέν θά χρειάζεται νά μεταβῆ τις είς πλείονας τών τριών σταθμούς, προκειμένου νά διακόψη τήν λειτουργίαν τών άνεμιστήρων άερισμοῦ είς χώρους διαφόρους τών τοιούτων μηχανοστασίου καί φορτίου. Ὁ άερισμός τοῦ χώρου μηχανοστασίου θά έλέγχεται διά κυρίου διακόπτου χειριζομένου άπό θέσεως έκτός μηχανοστασίου.

(β) Θά προβλέπεται ίκανοποιητική μόνωσις τών έξαγωγικών όχετών τών μαγειρείων, όταν ούτοι διέρχωνται διά μέσου χώρων ένδιαιτήσεως.

Κανονισμός 77

Διάφοροι Λεπτομέρειαι

Τό πλοίον θά συμμορφοῦται πρός τόν Κανονισμόν 40(α), (β) καί (στ) (1948) έκτός τοῦ ότι τά μνημονευόμενα είς τούς Κανονισμούς 40(α)(ι) (1948) 20 μέτρα (ή 65,5 πόδας) δύναται νά άντικατασταθοῦν διά 13.73 μέτρων (ή 45 ποδών).

(β) Αί άντλίαι καυσίμων θά έφοδιάζωνται διά συστήματος χειριζομένου έξ άποστάσεως καί τοποθετουμένου έντός τοῦ σχετικοῦ χώρου, ούτως ώστε νά δύναταί τις νά διακόψη τήν λειτουργίαν των έν περιπτώσει έκρήξεως πυρκαϊᾶς έντός τοῦ χώρου είς τόν όποίον είναι έγκατεστημέναι.

Κανονισμός 78

Κινηματογραφικαί Ταινίαι

Ταινία έχουσα ώς βάσιν τήν νιτροκυτταρίνην δέν θά χρησιμοποιῆται είς τάς έπί πλοίων κινηματογραφικάς έγκαταστάσεις.

Κανονισμός 79

Σχέδια

Θά ύπάρχουν σχέδια κατά τά έν τῷ Κανονισμῷ 44 (1948) όριζόμενα.

Κανονισμός 80

Ἀντλίαι, Συστήματα Κυρίων Σωληνώσεων Πυρκαϊᾶς, Λήψεις καί Ὀθόνιναι Σωλῆνες

(α) Ἀπαιτεῖται συμμόρφωσις πρός τάς άπαιτήσεις τοῦ Κανονισμοῦ 45 (1948).

(β) Τό ὕδωρ τοῦ δικτύου πυρκαϊᾶς, δέον, καθ' ὅσον τοῦτο εἶναι πρακτικόν νά εἶναι ἀμέσως διαθέσιμον, εἴτε διά τῆς διατηρήσεώς του ὑπό πίεσιν ἐντός τοῦ δικτύου πυρκαϊᾶς, εἴτε δι' εὐχρήστου καί εὐπροσίτου συστήματος τηλεχειρισμοῦ τῶν ἀντλιῶν πυρκαϊᾶς.

Κανονισμός 81

'Απαιτήσεις 'Ανιχνεύσεως καί Κατασβέσεως τοῦ Πυρός

Γενικά

(α) Δέον νά ὑπάρχῃ συμμόρφωσις πρός τάς ἀπαιτήσεις τοῦ Κανονισμοῦ 50(α) ἕως (ιε) (1948) συμπεριλαμβανομένου, λαμβανομένων ὑπ' ὄψιν καί τῶν διατάξεων τοῦ παρόντος κανονισμοῦ.

Περιπολίαι, Συστήματα 'Ανιχνεύσεως καί 'Επικοινωνίας:

(β) Ἕκαστον μέλος οἱασδήποτε περιπολίας πυρκαϊᾶς ἀπαιτουμένης ὑπό τοῦ παρόντος Κεφαλαίου δέον νά ἐκπαιδευθῇ ὥστε νά καταστῇ γνώστης τῆς διαρρυθμίσεως τοῦ πλοίου, ὡς καί τῆς θέσεως καί χειρισμοῦ παντός μέσου, τό ὁποῖον ἐνδεχομένως θά κληθῇ νά χρησιμοποιήσῃ.

(γ) Δέον νά ὑπάρχῃ εἰδικόν σύστημα συναγερμοῦ πρός συνέγερσιν τοῦ πληρώματος, τό ὁποῖον δύναται νά ἀποτελέσῃ μέρος τοῦ συστήματος γενικοῦ συναγερμοῦ τοῦ πλοίου.

(δ) Δέον ἐπίσης νά διατίθεται σύστημα ἀναγγελίας διά μεγαφώνων ἤ ἕτερον ἐπαρκές μέσον ἐπικοινωνίας ἐντός τῶν χώρων ἐνδιαιτήσεως, τῶν κοινοχρήστων καί ὑπηρετικῶν τοιούτων.

Χῶροι Μηχανοστασίων καί Λεβητοστασίων

(ε) 'Ο ἀριθμός, ὁ τύπος καί ἡ διασπορά τῶν πυροσβεστήρων θά συμμορφοῦται μέ τάς παραγράφους (ζ)(ιι), (ζ)(ιιι) καί (η)(ιι) τοῦ Κανονισμοῦ 64 (1960).

Σύνδεσμος Διεθνοῦς Τύπου Συνδέσεως μετά τῆς Ξηρᾶς

(στ) 'Απαιτεῖται συμμόρφωσις μέ τάς διατάξεις τοῦ Κανονισμοῦ 64(δ) (1960).

'Εξαρτήσεις Πυροσβέστου:

(ζ) 'Απαιτεῖται συμμόρφωσις μέ τάς διατάξεις τοῦ Κανονισμοῦ 64(ι) (1960).

Κανονισμός 82

Δυνατότης 'Αμέσου Χρησιμοποιήσεως τῶν Συσκευῶν Καταπολεμήσεως τῆς Πυρκαϊᾶς

'Απαιτεῖται συμμόρφωσις μέ τάς διατάξεις τοῦ Κανονισμοῦ 66 (1960).

Κανονισμός 83

Μέσα Διαφυγῆς

'Απαιτεῖται συμμόρφωσις μέ τάς διατάξεις τοῦ Κανονισμοῦ 54 (1948)

Κανονισμός 84

Πηγή 'Ηλεκτρικῆς 'Ενεργείας Κινδύνου

'Απαιτεῖται συμμόρφωσις μέ τάς διατάξεις τοῦ Κανονισμοῦ (22(α), (β) καί (γ) (1948), ἐκτός τοῦ ὅτι ἡ θέσις τῆς πηγῆς ἠλεκτρικῆς ἐνεργείας κινδύνου δέον νά πληροῖ τάς ἀπαιτήσεις τοῦ Κανονισμοῦ 25(α) (1960).

Κανονισμός 85

Συναγερμοί καί Γυμνάσια

Κατά τά μνημονευόμενα εἰς τόν Κανονισμόν 26 τοῦ Κεφαλαίου III τῆς Διεθνοῦς Συμβάσεως περί 'Ασφαλείας τῆς 'Ανθρωπίνης Ζωῆς ἐν Θαλάσσῃ, 1960 γυμνάσια πυρκαϊᾶς, ἕκαστον μέλος τοῦ πληρώματος δέον νά δύναται νά ἐπιδείξῃ ὅτι ἔχει ἐθισθῇ πρός τήν διάταξιν καί τάς εὐκολίας τοῦ πλοίου, πρός τά καθήκοντά του καί πρός πᾶν μέσον, ὅπερ ἤθελε κληθῇ νά χρησιμοποιήσῃ. 'Απαιτεῖται ἀπό τούς πλοιάρχους νά ἐξασκήσουν καί κατευθύνουν τά πληρώματα πρός ἐπίτευξιν τῶν ἀνωτέρω.

ΚΕΦΑΛΑΙΟΝ III

ΣΩΣΤΙΚΑ ΜΕΣΑ, Κ.Λ.Π.

Κανονισμός 1

'Εφαρμογή

(α) Τό Κεφάλαιον τοῦτο, ἐκτός ὅπου ἄλλως ρητῶς ὁρίζεται ἐφαρμόζεται ὡς ἀκολούθως ἐπί νέων πλοίων ἐκτελούντων διεθνεῖς πλόας:

Μέρος Α' - 'Επιβατηγά πλοῖα καί φορτηγά πλοῖα
Μέρος Β' — 'Επιβατηγά πλοῖα
Μέρος Γ' — Φορτηγά πλοῖα

(β) Εἰς τήν περίπτωσιν τῶν ὑπαρχόντων πλοίων τῶν ἐκτελούντων διεθνεῖς πλόας ἡ τρόπις τῶν ὁποίων ἐτέθη κατά ἤ μετά τήν ἡμερομηνίαν θέσεως ἐν ἰσχύϊ τῆς Διεθνοῦς Συμβάσεως περί 'Ασφαλείας τῆς 'Ανθρωπίνης Ζωῆς ἐν Θαλάσσῃ, 1960, ἤ κατά τήν ἡμερομηνίαν ταύτην εὑρίσκοντο εἰς παρεμφερές πρός τό ἀνωτέρω στάδιον κατασκευῆς, θά ἐφαρμόζωνται αἱ ἀπαιτήσεις τοῦ Κεφαλαίου III τῆς Συμβάσεως ἐκείνης ὡς αὗται καθορίζονται διά τά νέα πλοῖα.

(γ) Εἰς τήν περίπτωσιν τῶν ὑπαρχόντων πλοίων, τῶν ἐκτελούντων διεθνεῖς πλόας ἡ τρόπις τῶν ὁποίων ἐτέθη πρίν τήν ἡμερομηνίαν θέσεως ἐν ἰσχύϊ τῆς Διεθνοῦς Συμβάσεως περί 'Ασφαλείας τῆς 'Ανθρωπίνης Ζωῆς ἐν Θαλάσσῃ, 1960 ἤ πρίν τήν ἡμερομηνίαν ταύτην εὑρίσκοντο εἰς παρεμφερές πρός τό ἀνωτέρω στάδιον κατασκευῆς καί ἅτινα δέν συμμορφοῦνται ἤδη πρός τάς διατάξεις τοῦ Κεφαλαίου III τῆς Συμβάσεως ἐκείνης, ἀφορώσας τά νέα πλοῖα, αἱ διατάξεις δι' ἕκαστον πλοῖον θά ἐξετάζωνται ὑπό τῆς 'Αρχῆς, πρός τόν σκοπόν νά ἐξασφαλισθῇ, ἐφ' ὅσον εἶναι πρακτικῶς ἐφαρμόσιμον καί εὔλογον καί ὅσον τό δυνατόν ἐνωρίτερον ἡ οὐσιώδης συμμόρφωσις πρός τάς ἀπαιτήσεις τοῦ Κεφαλαίου III τῆς Συμβάσεως ἐκείνης. 'Η ρήτρα τοῦ ἐδαφίου (β)(1) τοῦ Κανονισμοῦ 27 τοῦ παρόντος Κεφαλαίου δύναται, ἐν τούτοις, νά ἐφαρμόζεται εἰς τά ὑπάρχοντα πλοῖα μόνον ἐάν:

(ι) Οἱ ὅροι τῶν Κανονισμῶν 4, 8, 14, 18 καί 19 καί αἱ παράγραφοι (α) καί (β) τοῦ Κανονισμοῦ 27 τοῦ παρόντος Κεφαλαίου πληροῦνται.

(ιι) Αἱ σωσίβιοι σχεδίαι αἱ φερόμεναι συμφώνως πρός τάς διατάξεις τῆς παραγράφου (β) τοῦ Κανονισμοῦ 27 πληροῦν τάς ἀπαιτήσεις εἴτε τοῦ Κανονισμοῦ 15 εἴτε τοῦ Κανονισμοῦ 16, καθώς καί τοῦ Κανονισμοῦ 17 τοῦ παρόντος Κεφαλαίου, καί

(ιιι) 'Ο μέγιστος ἀριθμός τῶν προσώπων ἐπί τοῦ πλοίου δέν θά αὐξηθῇ ἕνεκα τοῦ ἐφοδιασμοῦ διά τῶν σωσιβίων σχεδιῶν ἐκτός ἐάν τό πλοῖον συμμορφοῦται πρός τάς διατάξεις τῶν:

(1) Μέρους Β' τοῦ Κεφαλαίου II-1,

(2) ἐδαφίων (ιιι) καί (ιν) τῆς παραγράφου (α) τοῦ Κανονισμοῦ 21 ἤ ἐδαφίου (ιιι) τῆς παραγράφου (α) τοῦ Κανονισμοῦ 48 τοῦ Κεφαλαίου II-2, ὡς τοῦτο ἐφαρμόζεται, καί

(3) παραγράφων (α), (β), (ε) καί (στ) τοῦ Κανονισμοῦ 29 τοῦ παρόντος Κεφαλαίου.

ΜΕΡΟΣ Α' — ΓΕΝΙΚΑ

(Τό Μέρος Α' ἐφαρμόζεται εἰς ἀμφότερα τά ἐπιβατηγά πλοῖα καί τά φορτηγά πλοῖα)

Κανονισμός 2

'Ορισμοί

Πρός ἐκπλήρωσιν τῶν σκοπῶν τοῦ παρόντος Κεφαλαίου:

(α) 'Ο ὅρος «βραχύς διεθνής πλοῦς» σημαίνει διεθνῆ πλοῦν κατά τήν διάρκειαν τοῦ ὁποίου τό πλοῖον δέν ἀπομακρύνεται πλέον τῶν 200 μιλίων ἀπό λιμένος ἤ τόπου ὅπου οἱ ἐπιβάται καί τό πλήρωμα δύναται νά τεθῶσιν ἐν ἀσφαλείᾳ καί ἐφ' ὅσον ἡ ἀπόστασις μεταξύ τοῦ τελευταίου λιμένος προσεγγίσεως τῆς Χώρας ἀπό τήν ὁποίαν ἄρχεται τό ταξίδιον καί τοῦ τελικοῦ λιμένος προορισμοῦ δέν ὑπερβαίνει τά 600 μίλλια.

(β) 'Ο ὅρος «σωσίβιος σχεδία» σημαίνει σχεδίαν ἥτις πληροῖ εἴτε τόν Κανονισμόν 15 εἴτε τόν Κανονισμόν 16 τοῦ παρόντος Κεφαλαίου.

(γ) 'Ο ὅρος «ἐγκεκριμένον μέσον καθαιρέσεως» σημαίνει μέσον ἐγκεκριμένον ὑπό τῆς 'Αρχῆς, δυνάμενον νά καθαιρέσῃ εἰς τήν θάλασσαν ἐκ τῆς θέσεως ἐπιβιβάσεως σχεδίαν ἐντελῶς ἔμφορτον μέ τόν ἐγκεκριμένον νά φέρῃ ἀριθμόν ἀτόμων καί μέ τόν ἐξαρτισμόν αὐτῆς.

(δ) 'Ο ὅρος «πτυχιοῦχος σωσιβίου λέμβου» σημαίνει οἱονδήποτε μέλος τοῦ πληρώματος τό ὁποῖον ἔχει πτυχίον ἱκανότητος, ἐκδιδόμενον κατά τούς ὅρους τοῦ Κανονισμοῦ 32 τοῦ παρόντος Κεφαλαίου.

(ε) 'Ο ὅρος «πλευστική συσκευή» σημαίνει ἐφόδιον ἐπιπλεύσεως (ἐκτός τῶν σωσιβίων λέμβων, σωσιβίων σχεδιῶν, κυκλικῶν σωσιβίων καί σωσιβίων ζωνῶν), προωρισμένον νά βαστάζῃ ὡρισμένον ἀριθμόν ἀτόμων ἅτινα εὑρίσκονται ἐντός τοῦ ὕδατος καί τοιαύτης κατασκευῆς, ὥστε νά διατηρῇ τό σχῆμα του καί τάς ἰδιότητάς του.

Κανονισμός 3

'Εξαιρέσεις

(α) 'Εάν ἡ 'Αρχή θεωρῇ ὅτι τό προστατευόμενον τῆς περιοχῆς καί αἱ συνθῆκαι τοῦ ταξειδίου εἶναι τοιαῦται, ὥστε νά καθιστοῦν τήν ἐφαρμογήν τοῦ συνόλου τῶν διατάξεων τοῦ παρόντος Κεφαλαίου μή εὔλογον ἤ μή ἀναγκαίαν, δύναται ἀναλόγως νά ἐξαιρέσῃ τῆς ἐφαρμογῆς τῶν ἀπαιτήσεων τοῦ παρόντος Κεφαλαίου συγκεκριμένα πλοῖα ἤ κατηγορίας πλοίων ἅτινα κατά τήν διάρκειαν τοῦ ταξιδίου των δέν ἀπομακρύνονται πλέον τῶν 20 μιλίων ἀπό τῆς πλησιεστέρας ξηρᾶς.

(β) Εἰς περίπτωσιν ἐπιβατηγῶν πλοίων ἐκτελούντων εἰδικά ταξείδια μεταφορᾶς μεγάλου ἀριθμοῦ ἐπιβατῶν ὡς ἐπί παραδείγματι διά μεταφοράν προσκυνητῶν, ἡ 'Αρχή ἐάν πεισθῇ ὅτι δέν εἶναι πρακτικῶς δυνατόν νά ἐπιβάλῃ τήν ἐφαρμογήν τῶν ἀπαιτήσεων τοῦ παρόντος Κεφαλαίου, δύναται νά ἐξαιρέσῃ τά πλοῖα ταῦτα τῶν ἀπαιτήσεων τούτων, ἐφ' ὅσον ἀνήκουν εἰς τήν χώραν της, καί συμμορφοῦνται πλήρως πρός τάς διατάξεις τῶν:

(ι) Κανόνων οἵτινες εἶναι προσηρτημένοι εἰς τήν Συμφωνίαν Περί 'Επιβατηγῶν Πλοίων Εἰδικῶν Μεταφορῶν, 1971, καί

(ιι) Κανόνων οἵτινες εἶναι προσηρτημένοι εἰς τό Πρωτόκολλον Περί 'Απαιτήσεων διά τούς Χώρους 'Ενδιαιτήσεων 'Επιβατηγῶν Πλοίων Εἰδικῶν Μεταφορῶν, 1973, ὅτε τοῦτο θά τεθῇ ἐν ἰσχύϊ.

Κανονισμός 4

Ἑτοιμότης Σωσιβίων Λέμβων, Σωσιβίων Σχεδιῶν καί Πλευστικῶν Συσκευῶν

(α) Ἡ γενική ἀρχή ἡ ρυθμίζουσα τά τοῦ ἐφοδιασμοῦ τῶν σωσιβίων λέμβων, σωσιβίων σχεδιῶν καί πλευστικῶν συσκευῶν ἑνός πλοίου, ἐπί τοῦ ὁποίου ἐφαρμόζεται τό Κεφάλαιον τοῦτο, εἶναι ὅτι ταῦτα θά εἶναι ἀμέσως διαθέσιμα εἰς περίπτωσιν ἀνάγκης.

(β) Διά νά εἶναι ἀμέσως διαθέσιμοι αἱ σωσίβιοι λέμβοι, αἱ σωσίβιοι σχεδίαι καί αἱ πλευστικαί συσκευαί, δέον αὗται νά πληροῦν τούς κάτωθι ὅρους:

(ι) Θά δύνανται νά καθαιρεθῶσιν εἰς τήν θάλασσαν ἀσφαλῶς καί ταχέως καί ὑπό δυσμενεῖς ἔτι συνθήκας διαγωγῆς τοῦ πλοίου καί ὑπό πλευρικήν κλίσιν 15 μοιρῶν.

(ιι) Θά εἶναι δυνατή ἡ ἐπιβίβασις ἐπί τῶν σωσιβίων λέμβων καί τῶν σωσιβίων σχεδιῶν ταχέως καί ἐν πλήρει τάξει.

(ιιι) Ἡ διάταξις ἑκάστης σωσιβίου λέμβου, σωσιβίου σχεδίας καί παντός εἴδους πλευστικῆς συσκευῆς θά εἶναι τοιαύτη ὥστε νά μή παρακωλύεται ὁ χειρισμός τῶν ἄλλων λέμβων, σχεδιῶν καί πλευστικῶν συσκευῶν.

(γ) Ὅλα τά σωσίβια μέσα θά τηροῦνται εἰς κατάστασιν λειτουργίας καί θά εἶναι ἕτοιμα πρός ἄμεσον χρῆσιν πρό τοῦ ἀπόπλου τοῦ πλοίου ἐκ τοῦ λιμένος καί εἰς πάντα χρόνον κατά τήν διάρκειαν τοῦ πλοῦ.

Κανονισμός 5

Κατασκευή τῶν Σωσιβίων Λέμβων

(α) Ὅλαι αἱ σωσίβιοι λέμβοι θά εἶναι καλῶς κατεσκευασμέναι καί θά εἶναι τοιούτου σχήματος καί ἀναλογιῶν, ὥστε νά ἔχουν ἐπαρκῆ εὐστάθειαν κατά τήν πλεῦσιν καί ἐπαρκές ὕψος ἐξάλων ὑπό πλήρη φόρτον ἀτόμων καί ἐφοδίων.

Ὅλαι αἱ σωσίβιοι λέμβοι θά εἶναι ἱκαναί νά διατηροῦν θετικήν εὐστάθειαν ὅταν εἶναι ἐκτεθειμέναι εἰς τήν θάλασσαν ὑπό πλήρη φόρτον ἀτόμων καί ἐφοδίων.

(β) (ι) Ὅλαι αἱ σωσίβιοι λέμβοι θά ἔχουν ἰσχυρόν περίβλημα καί ἐσωτερικήν μόνον πλευστότητα. Ἡ Ἀρχή δύναται νά ἐγκρίνῃ σωσιβίους λέμβους μετά στερεοῦ στεγάσματος, ὑπό τήν πρόβλεψιν ὅτι θά δύναται τοῦτο νά ἀνοίγῃ καί ἐκ τῶν ἔσω καί ἐκ τῶν ἔξω, καί δέν θά ἐμποδίζῃ τήν ταχεῖαν ἐπιβίβασιν καί ἀποβίβασιν τῶν ἐπιβατῶν ἤ τήν καθαίρεσιν καί τόν χειρισμόν τῶν σωσιβίων λέμβων.

(ιι) Αἱ μετά κινητῆρος σωσίβιοι λέμβοι δύνανται νά ἐφοδιάζωνται, ὑπό τήν ἔγκρισιν τῆς Ἀρχῆς, διά μέσων ἅτινα θά ἐμποδίζουν τήν εἰσροήν τοῦ θαλασσίου ὕδατος εἰς τό πρωραῖον ἄκρον.

(ιιι) Ὅλαι αἱ σωσίβιοι λέμβοι θά εἶναι μήκους οὐχί μικροτέρου τοῦ 7,3 μέτρων (ἤ 24 ποδῶν), ἐκτός ἐάν λόγῳ τοῦ μεγέθους τοῦ πλοίου ἤ δι' ἄλλους λόγους ἡ Ἀρχή ἤθελε θεωρήσει τήν χρῆσιν τοιούτων σωσιβίων λέμβων ὡς μή εὔλογον ἤ πρακτικήν. Εἰς οὐδέν πλοῖον αἱ σωσίβιοι λέμβοι θά εἶναι μήκους μικροτέρου τῶν 4.9 μέτρων (ἤ 16 ποδῶν).

(γ) Δέν δύναται νά ἐγκριθῇ σωσίβιος λέμβος τό βάρος τῆς ὁποίας, ὅταν εἶναι ἔμφορτος μέ τά ἄτομα καί τόν ἐξαρτισμόν, ὑπερβαίνει τά 20.300 χιλιόγραμμα (ἤ 20 τόννους) ἤ ἡ ἔχουσα μεταφορικήν ἱκανότητα, ὑπολογιζομένην συμφώνως πρός τόν Κανονισμόν 7 τοῦ παρόντος Κεφαλαίου, μεγαλυτέραν τῶν 150 ἀτόμων.

(δ) Ὅλαι αἱ σωσίβιοι λέμβοι διά τάς ὁποίας ἔχει ἐγκριθῇ νά μεταφέρουν πλέον τῶν 60 ἀτόμων, ἀλλ' οὐχί περισσοτέρα τῶν 100, θά εἶναι εἴτε σωσίβιοι μηχανοκίνητοι λέμβοι πληροῦσαι τάς ἀπαιτήσεις τοῦ Κανονισμοῦ 9 τοῦ παρόντος Κεφαλαίου, εἴτε σωσίβιοι λέμβοι ἐφωδιασμέναι δι' ἐγκεκριμένου μέσου μηχανικῆς προώσεως, πληροῦσαι τόν Κανονισμόν 10 τοῦ παρόντος Κεφαλαίου. Ὅλαι αἱ σωσίβιοι λέμβοι αἱ ὁποῖαι ἐπιτρέπεται νά μεταφέρουν περισσότερα τῶν 100 ἀτόμων θά εἶναι ἐφωδιασμέναι μετά κινητῆρος πληροῦσαι τάς ἀπαιτήσεις τοῦ κανονισμοῦ ιχ τοῦ παρόντος Κεφαλαίου.

(ε) Ὅλαι αἱ σωσίβιοι λέμβοι θά εἶναι ἐπαρκοῦς ἀντοχῆς, ὥστε νά δύνανται νά καθαιρεθῶσιν εἰς τήν θάλασσαν ὑπό πλήρη φόρτον ἀτόμων καί ἐξαρτισμοῦ.

Ὅλαι αἱ σωσίβιοι λέμβοι θά εἶναι τοιαύτης ἀντοχῆς, ὥστε νά μή ὑποστῶσι μόνιμον κάμψιν ὅταν ὑποβληθῶσιν εἰς 25 τοῖς ἑκατόν ὑπερφόρτωσιν.

(στ) Ὅλαι αἱ σωσίβιοι λέμβοι θά ἔχουν μέσην σιμότητα τοὐλάχιστον ἴση πρός 4% τοῦ μήκους αὐτῶν.

Ἡ σιμότης θά εἶναι προσεγγιζόντως παραβολικοῦ σχήματος.

(ζ) Εἰς τάς σωσιβίους λέμβους διά τάς ὁποίας θά ἐγκρίνεται νά μεταφέρουν 100 ἤ περισσότερα ἄτομα, ὁ ὄγκος τῆς ἐφεδρικῆς πλευστότητος θά ἐπαυξάνεται κατά τήν κρίσιν τῆς Ἀρχῆς.

(η) Ὅλαι αἱ σωσίβιοι λέμβοι θά ἔχουν τήν ἰδίαν πλευστότητα ἤ θά ἐφοδιάζωνται δι' ὑδατοστεγῶν ἀεροκιβωτίων ἤ δι' ἑτέρου ἀδιαβρώτου ὑλικοῦ πλευστότητος ἰσοδυνάμου, τό ὁποῖον δέν θά προσβάλλεται ἐπιζημίως ὑπό τοῦ πετρελαίου ἤ ὑπό τῶν παραγώγων τοῦ πετρελαίου, ἐπαρκῆ δέ ὥστε ἡ λέμβος μετά τῶν ἐφοδίων αὐτῆς, νά ἐπιπλέῃ ὅταν αὕτη κατακλυσθῇ καί εἶναι ἐκτεθειμένη εἰς τήν θάλασσαν. Θά προβλέπεται ἐπιπρόσθετος ὄγκος ἀεροκιβωτίων ἤ ἑτέρου ἰσοδυνάμου ἀδιαβρώτου ὑλικοῦ πλευστότητος, μή προσβαλλομένου ἐπιζημίως ὑπό τοῦ πετρελαίου ἤ ὑπό τῶν παραγώγων τοῦ πετρελαίου, ἴσος τοὐλάχιστον πρός τό ἕν δέκατον τῆς κυβικῆς χωρητικότητος τῆς λέμβου. Ἡ Ἀρχή δύναται νά ἐπιτρέπῃ ὅπως τά ὑδατοστεγῆ ἀεροκιβώτια πληροῦνται διά ἀδιαβρώτου ὑλικοῦ πλευστότητος τό ὁποῖον δέν θά προσβάλλεται ἐπιζημίως ὑπό τοῦ πετρελαίου ἤ τῶν παραγώγων τοῦ πετρελαίου.

(θ) Ὅλα τά σέλματα καί τά πλευρικά καθίσματα θά τοποθετοῦνται, ὅσον εἶναι πρακτικῶς δυνατόν, χαμηλότερον ἐντός τῆς σωσιβίου λέμβου.

(ι) Ὁ συντελεστής κυβικῆς χωρητικότητος πασῶν τῶν σωσιβίων λέμβων, ὡς οὗτος καθορίζεται συμφώνως πρός τόν Κανονισμόν 6 τοῦ παρόντος Κεφαλαίου, ἐξαιρέσει τῶν ξυλίνων σωσιβίων λέμβων κατεσκευασμένων ἐξ ἐπηγκενίδων, δέν θά εἶναι μικρότερος τοῦ 0,64 ἐκτός ἄν ἡ Ἀρχή κρίνῃ ὅτι ἡ ἐπάρκεια τοῦ μετακεντρικοῦ ὕψους καί τό ὕψος τῶν ἐξάλων τῆς σωσιβίου λέμβου, ὑπό πλήρη φόρτον ἀτόμων καί ἐξαρτισμοῦ, ἱκανοποιεῖ τάς ἀπαιτήσεις της, ὁπότε δύναται νά ἐπιτρέψῃ συντελεστήν κυβικῆς χωρητικότητος μικρότερον τοῦ 0,64.

Κανονισμός 6

Κυβική Χωρητικότης Σωσιβίων Λέμβων

(α) Ἡ κυβική χωρητικότης σωσιβίου λέμβου θά καθορίζεται διά τοῦ Κανόνος Simpson (Stirling) ἤ δι' ἄλλης μεθόδου διδούσης τόν αὐτόν βαθμόν ἀκριβείας. Ἡ χωρητικότης σωσιβίου λέμβου μετά πρύμνης σχήματος ἄβακος θά ὑπολογίζεται ὡς ἐάν ἡ σωσίβιος λέμβος εἶχε πρύμνην σφηνοειδοῦς σχήματος.

(β) Ἐπί παραδείγματι, ἡ χωρητικότης εἰς κυβικά μέτρα (ἤ κυβικούς πόδας) μιᾶς σωσιβίου λέμβου, ὑπολογιζομένη τῇ βοηθείᾳ τοῦ Κανόνος Simpson, δύναται νά θεωρηθῇ ὅτι δίδεται ὑπό τοῦ κατωτέρου τύπου:

$$\text{Χωρητικότης} = \frac{L}{12}(4A + 2B + 4C)$$

Ἔνθα, L εἶναι τό μῆκος τῆς σωσιβίου λέμβου εἰς μέτρα (ἤ πόδας) μετρούμενον ἀπό τό ἐσωτερικόν τῶν ἐπηγκενίδων ἤ τῶν ἐλασμάτων εἰς τήν στεῖραν μέχρι τοῦ ἀντιστοίχου σημείου εἰς τό ποδόστημα. Εἰς τήν περίπτωσιν σωσιβίου λέμβου μετά ἄβακος, τό μῆκος μετρᾶται ἔσωθεν τοῦ ἄβακος.

A,B,C εἶναι αἱ ἐπιφάνειαι τῶν ἐγκαρσίων τομῶν εἰς τό τέταρτον τοῦ μήκους τῆς πρώρας, εἰς τό μέσον καί εἰς τό τέταρτον τοῦ μήκους ἀπό πρύμνης αἵτινες ἀντιστοιχοῦν εἰς τά τρία σημεῖα τά ἐπιτυγχανόμενα διά τῆς διαιρέσεως τοῦ μήκους L εἰς τέσσαρα ἴσα μέρη. (Αἱ ἐπιφάνειαι αἱ ἀντιστοιχοῦσαι εἰς τά δύο ἄκρα τῆς σωσιβίου λέμβου θεωροῦνται ἀμελητέαι).

Αἱ ἐπιφάνειαι A,B,C θά θεωροῦνται ὡς διδόμεναι εἰς τετραγωνικά μέτρα (ἤ τετραγωνικούς πόδας) διά τῆς διαδοχικῆς ἐφαρμογῆς τοῦ κατωτέρου τύπου δι᾽ ἑκάστην τῶν ἐγκαρσίων τομῶν.

$$\text{Ἐπιφάνεια} = \frac{H}{12}(A + 4B + 2C + 4D + E)$$

Ἔνθα, H εἶναι τό βάθος μετρούμενον εἰς μέτρα (ἤ εἰς πόδας) ἔσωθεν τῶν ἐπηγκενίδων ἤ τῶν ἐλασμάτων ἀπό τῆς τρόπιδος μέχρι τοῦ ὕψους τῆς κουπαστῆς ἤ, εἴς τινας περιπτώσεις, μέχρι κατωτέρου ὕψους, ὡς καθορίζεται κατωτέρω.

A, B, C, D, E, εἶναι τά ὁριζόντια πλάτη τῆς σωσιβίου λέμβου, μετρούμενα εἰς μέτρα (ἤ εἰς πόδας) εἰς τά ἀνώτερα καί τά κατώτερα σημεῖα τοῦ βάθους καί εἰς τά τρία σημεῖα τά ἐπιτυγχανόμενα διά τῆς διαιρέσεως τοῦ H εἰς τέσσαρα ἴσα μέρη (τά A καί E εἶναι τά πλάτη εἰς τά ἀκρότατα σημεῖα καί C εἰς τό μέσον σημεῖον τοῦ H).

(γ) Ἐάν ἡ σιμότης τῆς κουπαστῆς, μετρουμένη εἰς δύο σημεῖα κείμενα εἰς τό τέταρτον τοῦ μήκους τῆς σωσιβίου λέμβου ἀπό τά ἄκρα, ὑπερβαίνῃ τό ἕν τοῖς ἑκατόν τοῦ μήκους τῆς σωσιβίου λέμβου, τό βάθος τό χρησιμοποιηθέν διά τόν ὑπολογισμόν τῆς ἐπιφανείας τῶν ἐγκαρσίων τομῶν A καί C θά θεωρηθῇ ὅτι εἶναι τό βάθος εἰς τό μέσον της σωσιβίου λέμβου πλέον ἕν τοῖς ἑκατόν τοῦ μήκους τῆς σωσιβίου λέμβου.

(δ) Ἐάν τό βάθος τῆς σωσιβίου λέμβου εἰς τό μέσον ὑπερβαίνῃ τά 45 τοῖς ἑκατόν τοῦ πλάτους, τό βάθος τό χρησιμοποιούμενον διά τόν ὑπολογισμόν τῆς ἐπιφανείας τῆς μεσαίας ἐγκαρσίας τομῆς B θά θεωρηθῇ ἴσον πρός τά 45 τοῖς ἑκατόν τοῦ πλάτους καί τά βάθη τά χρησιμοποιούμενα δια τόν ὑπολογισμόν τῶν ἐπιφανειῶν τῶν ἐγκαρσίων τομῶν A καί C εἰς τά τέταρτα τοῦ μήκους, λαμβάνονται διά τῆς ἐπαυξήσεως τοῦ τελευταίου τούτου ἀριθμοῦ κατά τό ἕν ἐπί τοῖς ἑκατόν τοῦ μήκους τῆς σωσιβίου λέμβου, ὑπό τήν πρόβλεψιν ὅτι εἰς οὐδεμίαν περίπτωσιν τά χρησιμοποιηθέντα διά τόν ὑπολογισμόν βάθη ὑπερβαίνουν τά πραγματικά βάθη εἰς τά σημεῖα ταῦτα.

(ε) Ἐάν τό βάθος τῆς σωσιβίου λέμβου εἶναι μεγαλύτερον τῶν 1,22 μέτρων (ἤ 4 ποδῶν), ὁ ἀριθμός τῶν ἀτόμων ὁ διδόμενος διά τῆς ἐφαρμογῆς τοῦ Κανόνος τούτου θά μειοῦται κατά τήν ἀναλογίαν τῶν 1,22 μέτρων (ἤ 4 ποδῶν) πρός τό πραγματικόν βάθος, μέχρις ὅτου ἡ σωσίβιος λέμβος δοκιμασθῇ ἱκανοποιητικῶς ἐν τῷ ὕδατι μετά τοῦ ἀριθμοῦ τούτου τῶν ἐπιβαινόντων ἀτόμων, φερόντων ἁπάντων σωσιβίους ζώνας.

(στ) Ἡ Ἀρχή θά ἐπιβάλλῃ διά καταλλήλων τύπων ὅριον ἀριθμοῦ ἀτόμων ἐπιτρεπομένων εἰς τάς σωσιβίους λέμβους τάς ἐχούσας λίαν λεπτά ἄκρα, καθώς καί τάς σωσιβίους λέμβους τάς ἐχούσας σχῆμα διωγκωμένον.

(ζ) Ἡ Ἀρχή δύναται νά προσδιορίσῃ διά σωσίβιο λέμβον, κατεσκευασμένην ἐκ ξυλίνων ἐπηγκενίδων, χωρητικότητα ἴσην πρός τό γινόμενον τοῦ μήκους, τοῦ πλάτους καί τοῦ βάθους, πολλαπλασιαζόμενον ἐπί 0,6 ἐάν εἶναι προφανές ὅτι ὁ τύπος οὗτος δέν δίδει χωρητικότητα μεγαλυτέραν τῆς ἐπιτυγχανομένης διά τῆς ἀνωτέρου μεθόδου. Αἱ διαστάσεις τότε θά λαμβάνωνται κατά τόν ἀκόλουθον τρόπον:

Μῆκος— Ἀπό τῆς τομῆς τῆς ἔξω ἐπιφανείας τῶν ἐπηγκενίδων μετά τῆς στείρας μέχρι τοῦ ἀντιστοίχου σημείου εἰς τό ποδόστημα, ἤ, προκειμένου περί λέμβου μετά ἄβακος, μέχρι τῆς πρυμναίας ὄψεως τοῦ ἄβακος.

Πλάτος- Ἀπό τῆς ἔξω ἐπιφανείας τῶν ἐπηγκενίδων τοῦ περιβλήματος εἰς τό σημεῖον ἔνθα τό πλάτος τῆς λέμβου εἶναι μέγιστον.

Βάθος-Εἰς τό μέσον τῆς λέμβου, ἐσωτερικῶς τῶν ἐπηγκενίδων ἀπό τῆς τρόπιδος μέχρι τοῦ ὕψους τῆς κουπαστῆς, τό βάθος ὅμως τό χρησιμοποιούμενον διά τόν ὑπολογισμόν τῆς κυβικῆς χωρητικότητος δέν δύναται ἐν οὐδεμιᾷ περιπτώσει νά ὑπερβῇ τά 45 τοῖς ἑκατόν τοῦ πλάτους.

Εἰς πάσας τάς περιπτώσεις, ὁ πλοιοκτήτης ἔχει τό δικαίωμα νά ζητήσῃ τόν καθορισμόν τῆς κυβικῆς χωρητικότητος τῆς σωσιβίου λέμβου δι᾽ ἀκριβοῦς μετρήσεως.

(η) Ἡ κυβική χωρητικότης σωσιβίου λέμβου μετά κινητῆρος ἤ σωσιβίου λέμβου φερούσης ἑτέραν συσκευήν προώσεως, θά καθορίζεται ἐκ τῆς ὁλικῆς χωρητικότητος διά τῆς ἐκπτώσεως ὄγκου ἴσου πρός τόν καταλαμβανόμενον ὑπό τοῦ κινητῆρος καί τῶν ἐξαρτημάτων του ἤ ὑπό τοῦ κιβωτίου τοῦ μηχανισμοῦ τῆς ἑτέρας συσκευῆς προώσεως, καθώς καί τοῦ ὄγκου τῆς ραδιοτηλεγραφικῆς ἐγκαταστάσεως καί τοῦ προβολέως, μετά τῶν ἐξαρτημάτων των, ἐφ᾽ ὅσον ὑπάρχουν.

Κανονισμός 7

Μεταφορική Ἱκανότης Σωσιβίων Λέμβων

Ὁ ἀριθμός τῶν ἀτόμων τά ὁποῖα μία σωσίβιος λέμβος ἐπιτρέπεται νά παραλάβῃ, θά εἶναι ἴσος πρός τόν μέγιστον ἀκέραιον ἀριθμόν τόν προκύπτοντα ἐκ τῆς διαιρέσεως τῆς χωρητικότητος εἰς κυβικά μέτρα διά:

Εἰς τήν περίπτωσιν σωσιβίου λέμβου μήκους 7,3 μέτρων (24 ποδῶν) καί ἄνω	0,283 (ἤ 10 ὅταν ἡ χωρητικότης μετρᾶται εἰς κυβικούς πόδας)
εἰς τήν περίπτωσιν σωσιβίων λέμβων μήκους 4,9 μέτρων (ἤ 16 ποδῶν)	0,396 (ἤ 14 ὅταν ἡ χωρητικότης μετρᾶται εἰς κυβικούς πόδας καί
εἰς τήν περίπτωσιν σωσιβίων λέμβων μήκους 4,9 μέτρων (ἤ 16 ποδῶν) καί ἄνω, ἀλλά κάτω τῶν 7,3 μέτρων (ἤ 24ποδῶν)	εἰς ἀριθμός μεταξύ 0,396 καί 0,283 (ἤ 14 καί 10 ὅταν ἡ χωρητικότης μετρᾶται εἰς κυβικούς πόδας), ὅστις θά λαμβάνεται διά παρεμβολῆς,

ὑπό τήν πρόβλεψιν ὅτι ὁ ἀριθμός εἰς οὐδεμίαν περίπτωσιν θά ὑπερβαίνῃ τόν ἀριθμόν τῶν ἐνηλίκων ἀτόμων, φερόντων σωσιβίους ζώνας, ἅτινα δύνανται νά κάθηνται χωρίς νά ἐμποδίζουν καθ᾽οἱονδήποτε τρόπον τήν χρῆσιν τῶν κωπῶν ἤ τήν λειτουργίαν τῶν ἄλλων μέσων προώσεως.

Κανονισμός 8

Ἀριθμός Σωσιβίων Λέμβων μετά Κινητῆρος

(α) Πᾶν ἐπιβατηγόν πλοῖον θά φέρῃ μίαν τοὐλάχιστον σωσίβιον λέμβον μετά κινητῆρος εἰς ἑκάστη πλευράν ἥτις θά πληροῖ τάς ἀπαιτήσεις τοῦ Κανονισμοῦ 9 τοῦ παρόντος Κεφαλαίου.

Εἰς ἐπιβατηγά, ἐν τούτοις, πλοῖα, εἰς τά ὁποῖα ὁ ὁλικός ἀριθμός τῶν ἀτόμων ἅτινα ἐπιτρέπεται νά μεταφέρουν, ὁμοῦ μετά τοῦ πληρώματος, δέν ὑπερβαίνει τούς 30, θά ἀπαιτῆται μία μόνον σωσίβιος λέμβος μετά κινητῆρος.

(β) Πᾶν φορτηγόν πλοῖον, ὁλικῆς χωρητικότητος 1.600 κόρων καί ἄνω, ἐξαιρέσει τῶν δεξαμενοπλοίων, τῶν πλοίων τῶν χρησιμοποιουμένων ὡς ἐργοστάσια εἰς τήν θήραν φαλαινῶν, τῶν πλοίων τῶν χρησιμοποιούμενων ὡς ἐργοστάσια ἐπεξεργασίας ἤ κονσερβοποιΐας τῶν ἰχθύων, καί τῶν πλοίων τῶν μεταφερόντων τό ἀπασχολούμενον προσωπικόν εἰς τά φαλαινοθηρικά καί εἰς τά τῶν βιομηχανιῶν ἐπεξεργασίας ἤ κονσερβοποιΐας τῶν ἰχθύων, θά φέρῃ μίαν τοὐλάχιστον σωσίβιον λέμβον μετά κινητῆρος, ἥτις θά πληροῖ τάς ἀπαιτήσεις τοῦ Κανονισμοῦ 9 τοῦ παρόντος Κεφαλαίου.

(γ) Πᾶν δεξαμενόπλοιον ὁλικῆς χωρητικότητος 1.600 κόρων καί ἄνω, πᾶν πλοῖον χρησιμοποιούμενον ὡς ἐργοστάσιον εἰς τήν θήραν φαλαινῶν, πᾶν πλοῖον χρησιμοποιούμενον ὡς πλοῖον ἐπεξεργασίας ἤ κονσερβοποιΐας τῶν ἰχθύων καί πᾶν πλοῖον μεταφέρον τό ἀπασχολούμενον προσωπικόν εἰς τά φαλαινοθηρικά πλοῖα, εἰς τά τῶν βιομηχανιῶν ἐπεξεργασίας ἤ κονσερβοποιΐας τῶν ἰχθύων, θά φέρῃ μίαν τοὐλάχιστον σωσίβιον λέμβον μετά κινητῆρος εἰς ἑκάστη πλευράν τοῦ πλοίου, ἥτις θά πληροῖ τάς ἀπαιτήσεις του Κανονισμοῦ 9 τοῦ παρόντος Κεφαλαίου.

Κανονισμός 9

Προδιαγραφή Σωσιβίων Λέμβων μετά Κινητῆρος

(α) Ἡ σωσίβιος λέμβος μετά κινητῆρος θά πληροῖ τούς κατωτέρω ὅρους:

(ι) Θά εἶναι ἐφωδιασμένη διά κινητῆρος ἀναφλέξεως διά συμπιέσεως, συντηρουμένου εἰς τρόπον ὥστε νά εἶναι ἀνά πάντα χρόνον ἕτοιμος πρός λειτουργίαν. Θά δύναται νά ἐκκινῆται εὐκόλως ὑπό οἱασδήποτε συνθήκας. Θά προβλέπεται ἐπαρκές καύσιμον διά συνεχῆ λειτουργίαν 24 ὡρῶν εἰς τήν ταχύτητα τήν καθοριζομένην εἰς τό ἐδάφιον (α) (ιι) τοῦ παρόντος Κανονισμοῦ.

(ιι) Ὁ κινητήρ καί τά ἐξαρτήματα αὐτοῦ θά εἶναι καταλλήλως προφυλαγμένα ἵνα ἐξασφαλίζεται ἡ λειτουργία ὑπό δυσμενεῖς καιρικάς συνθήκας καί τό κάλυμμα τοῦ κινητῆρος θά ἀνθίσταται εἰς τό πῦρ. Θά ὑπάρχῃ πρόβλεψις διά τήν ἀναπόδισιν τῆς λέμβου.

(ιιι) Ἡ ταχύτης πρόσω ἐν γαληνιαίᾳ θαλάσσῃ μετά πλήρους φόρτου ἀτόμων καί ἐξαρτισμοῦ θά εἶναι:

(1) Ἕξ κόμβοι τοὐλάχιστον εἰς τήν περίπτωσιν τῶν σωσιβίων λέμβων μετά κινητῆρος, τῶν ἀπαιτουμένων ὑπό τοῦ Κανονισμοῦ 8 τοῦ παρόντος Κεφαλαίου, διά τά ἐπιβατηγά πλοῖα, τά δεξαμενόπλοια, τά πλοῖα τά χρησιμοποιούμενα ὡς ἐργοστάσια εἰς τήν θήραν φαλαινῶν, τά πλοῖα τά χρησιμοποιούμενα ὡς πλοῖα ἐπεξεργασίας ἤ κονσερβοποιΐας τῶν ἰχθύων καί τά πλοῖα τά μεταφέροντα τό ἀπασχολούμενον προσωπικόν εἰς τά φαλαινοθηρικά πλοῖα, καί εἰς τά τῶν βιομηχανιῶν ἐπεξεργασίας ἤ κονσερβοποιΐας τῶν ἰχθύων.

(2) Τέσσαρες κόμβοι τοὐλάχιστον εἰς τήν περίπτωσιν πάσης ἄλλης σωσιβίου λέμβου μετά κινητῆρος.

(β) Ὁ ὄγκος τῶν μέσων ἐσωτερικῆς πλευστότητος μιᾶς σωσιβίου λέμβου μετά κινητῆρος θά αὐξηθῇ, ἐάν συντρέχῃ λόγος, πέραν τοῦ ἀπαιτουμένου ὑπό τοῦ Κανονισμοῦ 5 τοῦ παρόντος Κεφαλαίου διά τῆς ποσότητος, κατά τήν ὁποίαν ὁ ὄγκος τῶν μέσων ἐσωτερικῆς πλευστότητος ὁ ἀπαιτούμενος νά ὑποβαστάξῃ τόν κινητῆρα καί τά ἐξαρτήματα αὐτοῦ, καθώς καί τόν προβολέα καί τήν ραδιοτηλεγραφικήν ἐγκατάστασιν, ἐάν ὑπάρχουν, ὑπερβαίνει τόν ὄγκον τῶν ἀπαιτουμένων μέσων ἐσωτερικῆς πλευστότητος. Ἡ αὔξησις αὕτη θά γίνεται κατά τήν ἀναλογίαν 0,0283 κυβικῶν μέτρων (1 κυβικοῦ ποδός) ἀνά ἄτομον διά νά ὑποβαστάζῃ τά ἐπιπρόσθετα ἄτομα τά ὁποῖα ἡ σωσίβιος λέμβος μετά κινητῆρος θά ἠδύνατο νά παραλάβῃ, ἐάν ἤθελον ἀφαιρεθῆ ὁ κινητήρ καί τά ἐξαρτήματα αὐτοῦ, καθώς καί ὁ προβολεύς καί ἡ ραδιοτηλεγραφική ἐγκατάστασις, ἐάν ὑπάρχουν.

Κανονισμός 10

Προδιαγραφή τῶν Μηχανικῶς Προωθουμένων Σωσιβίων Λέμβων, ἐκτός τῶν Σωσιβίων Λέμβων μετά Κινητῆρος

Ἡ μηχανικῶς προωθουμένη σωσίβιος λέμβος, πλήν τῆς σωσιβίου λέμβου μετά κινητῆρος, θά πληροῖ τούς κατωτέρω ὅρους:

(α) Ὁ πρωοστήριος μηχανισμός θά εἶναι ἐγκεκριμένου τύπου καί θά ἔχῃ ἀρκετήν ἰσχύν ἐπιτρέπουσαν εἰς τήν σωσίβιον λέμβον νά ἀπομακρύνεται ταχέως ἀπό τῆς πλευρᾶς τοῦ πλοίου ἅμα τῇ καθελκύσει αὐτῆς καί νά δύναται νά κρατῇ πορείαν ὑπό δυσμενεῖς καιρικάς συνθήκας. Ἐάν ὁ μηχανισμός εἶναι χειροκίνητος, θά εἶναι δυνατόν νά χειρίζεται ὑπό ἀνειδικεύτου προσωπικοῦ καί θά εἶναι ἱκανός νά λειτουργῇ ὅταν ἡ σωσίβιος λέμβος θά ἔχῃ κατακλυσθῆ ὑπό ὕδατος.

(β) Θά ὑπάρχῃ μέσον διά τοῦ ὁποίου ὁ πηδαλιοῦχος θά δύναται νά ἀναποδίσῃ τήν σωσίβιον λέμβον ἀνά πάντα χρόνον ὅταν ὁ προωστήριος μηχανισμός εὑρίσκεται εἰς λειτουργίαν.

(γ) Ὁ ὄγκος τῆς ἐσωτερικῆς πλευστότητος μιᾶς σωσιβίου λέμβου μηχανικῶς προωθουμένης, πλήν τῆς σωσιβίου λέμβου μετά κινητῆρος, θά ἐπαυξάνεται διά νά ἀντισταθμίσῃ τό βάρος τοῦ προωστηρίου μηχανισμοῦ.

Κανονισμός 11

Ἐφόδια Σωσιβίων Λέμβων

(α) Ὁ κανονικός ἐξαρτισμός ἑκάστης σωσιβίου λέμβου θά περιλαμβάνῃ τά ἑξῆς:

(ι) Μίαν σειράν ἐπιπλεουσῶν κωπῶν διά μονόκωπον κωπηλασίαν, δύο ἀμοιβάς ἐπιπλέουσας κώπας καί μίαν ἐπιπλέουσαν κώπην πηδαλιουχίας, μίαν καί ἡμίσειαν σειράν μεταλλικῶν ἤ ξυλίνων σκαλμῶν προσδεδεμένων εἰς τήν σωσίβιον λέμβον διά δετηρίας ἤ ἁλύσεως καί ἕνα κόρακα.

(ιι) Δύο πεῖρους δι' ἑκάστην ὀπήν ἐκκενώσεως (οἱ πεῖροι δέν ἀπαιτοῦνται ὅταν ὑπάρχουν εἰδικαί αὐτόματοι βαλβίδες) προσδεδεμένοι εἰς τήν σωσίβιον λέμβον, μέσῳ δετηρίας ἤ ἁλύσου, ἕν ἄντλιον καί δύο κάδους ἐξ ἐγκεκριμένου ὑλικοῦ.

(ιιι) Ἕν πηδάλιον προσηρτημένον εἰς τήν σωσίβιον λέμβον καί ἕνα οἴακα.

(ιv) Δύο πελέκεις, ἀνά ἕνα εἰς ἕκαστον ἄκρον τῆς σωσιβίου λέμβου.

(v) Ἕνα φανόν, μετά ἐπαρκοῦς ἐλαίου διά 12 ὥρας καί δύο κυτία καταλλήλων πυρείων ἐντός ὑδατοστεγοῦς κιβωτίου.

(vi) Ἕνα ἱστόν ἤ ἱστούς μετά γαλβανισμένων συρματίνων παρατόνων καί ἱστίων (πορτοκαλλοχρόων).

(vii) Μίαν κατάλληλον πυξίδα ἐντός πυξιδοθήκης, ἥτις θά εἶναι φωτεινή ἤ ἐφωδιασμένη διά καταλλήλου μέσου φωτισμοῦ.

(viii) Ἕν σωσίβιον ρυμάτιον χαλαρῶς περιβεβλημένον καί προσδεδεμένον πέριξ καί ἔξωθεν τῆς λέμβου.

(ix) Μίαν πλωτήν ἄγκυραν ἐγκεκριμένου μεγέθους.

(x) Δύο πεισμάτια (μπαροῦμες) ἐπαρκοῦς μήκους. Τό ἕν θά στερεοῦται εἰς τό πρωραῖον ἄκρον τῆς σωσιβίου λέμβου μετά στρόφου (στρόπυ) καί σκαλμίσκου, ὥστε νά δύναται νά ἐλευθεροῦται καί τό ἕτερον θά εἶναι σταθερῶς στερεωμένον εἰς τήν στεῖραν τῆς σωσιβίου λέμβου καί ἕτοιμον πρός χρῆσιν.

(xi) Ἕν δοχεῖον περιέχον τέσσαρα καί ἥμισυ λίτρα (ἤ ἕν γαλλόνιον) φυτικοῦ, ἰχθυελαίου ἤ ζωϊκοῦ ἐλαίου. Τό Δοχεῖον θά εἶναι οὕτω πως κατεσκευασμένον ὥστε τό ἔλαιον νά εἶναι δυνατόν νά διαχυθῇ εὐκόλως εἰς τήν θάλασσαν καί νά ἔχῃ τοιαύτην διάταξιν ὥστε νά δύναται νά προσδεθῇ εἰς τήν πλωτήν ἄγκυραν.

(xii) Μερίδα τροφίμων καθορισθησομένην ὑπό τῆς ῾Αρχῆς, δι᾿ἕκαστον ἄτομον διά τό ὁποῖον ἔχει ἐγκριθῇ ἡ ἐπιβίβασις ἐπί τῆς σωσιβίου λέμβου. Τά τρόφιμα ταῦτα θά διατηροῦνται ἐντός ἀεροστεγῶν δοχείων καί θά στοιβάζωνται ἐντός ὑδατοστεγοῦς κιβωτίου.

(xiii) ῾Υδατοστεγῆ δοχεῖα περιέχοντα τρία λίτρα (ἤ ἕξ πίντας) ποσίμου ὕδατος δι᾿ ἕκαστον ἄτομον διά τό ὁποῖον ἔχει ἐγκριθῇ ἡ ἐπιβίβασις ἐπί τῆς σωσιβίου λέμβου, ἤ ὑδατοστεγῆ δοχεῖα περιέχοντα δύο λίτρα (ἤ τέσσαρας πίντας) ποσίμου ὕδατος δι᾿ἕκαστον ἄτομον, ὁμοῦ μετά μιᾶς συσκευῆς ἀφαλατώσεως ἱκανῆς νά παράγῃ ἕν λίτρον (ἤ δύο πίντας) ποσίμου ὕδατος κατ᾿ἄτομον. Ἕν ἀνοξείδωτον ἄντλιον μετά δετηρίας καί ἕν ἀνοξείδωτον βαθμολογημένον κύπελλον.

(xiv) Τέσσαρας ἀλεξιπτωτιστικάς φωτοβολίδας ἐγκεκριμένου τύπου δυναμένας νά παράγουν λαμπρόν ἐρυθρόν φῶς εἰς μέγα ὕψος καί ἕξ βεγγαλικά χειρός ἐγκεκριμένου τύπου, ἅτινα θά δίδουν λαμπρόν ἐρυθρόν φῶς.

(xv) Δύο ἐπιπλέοντα καπνογόνα σήματα ἐγκεκριμένου τύπου (πρός χρῆσιν κατά τήν ἡμέραν), ἱκανά νά ἀναδίδουν ποσότητα πορτοκαλλοχρόου καπνοῦ.

(xvi) Μέσα ἐγκεκριμένου τύπου ἐπιτρέποντα εἰς τά ἐπιβαίνοντα ἄτομα νά ἀνακρεμῶνται ἀπό τῆς λέμβου, ἐάν αὕτη ἀνατραπῇ, ὑπό μορφήν παρατροπιδίων ἤ ἑρκάνης παρά τήν τρόπιδα, ὁμοῦ μετά σχοινίνων χειρολαβῶν στερεωμένων ἀπό τῆς κουπαστῆς τῆς μιᾶς πλευρᾶς εἰς τήν τῆς ἑτέρας καί διερχομένων κάτωθεν τῆς τρόπιδος ἤ ἄλλης ἐγκεκριμένης διατάξεως.

(xvii) Ἕν ὑδατοστεγές κιβώτιον φαρμάκων πρώτων βοηθειῶν ἐγκεκριμένου τύπου.

(xviii) Ἕνα ἀδιάβροχον ἠλεκτρικόν φανόν κατάλληλον διά σήμανσιν διά σημάτων Μόρς μετά μιᾶς σειρᾶς ἀνταλλακτικῶν στηλῶν καί μιᾶς ἀνταλλακτικῆς λυχνίας ἐντός ὑδατοστεγοῦς κιβωτίου.

(xix) Ἕνα καθρέπτην σημάνσεως κατά τήν ἡμέραν, ἐγκεκριμένου τύπου.

(xx) Ἕν κλειόμενον μαχαιρίδιον μετά ἐργαλείου διά τό ἄνοιγμα λευκοσιδηρῶν κυτίων, προσδεδεμένον εἰς τήν λέμβον διά δετηρίας.

(xxi) Δύο ἐλαφρά ἐπιπλέοντα ὁρμίδια.

(xxii) Μίαν χειροκίνητον ἀντλίαν ἐγκεκριμένου τύπου.

(xxiii) Ἕν κατάλληλον κιβώτιον διά τήν φύλαξιν τῶν μικρῶν ἐφοδίων.

(xxiv) Μίαν συρίκτραν ἤ ἰσοδύναμον ἠχητικόν σῆμα.

(xxv) Μίαν σειράν συνέργων ἁλιείας.

(xxvi) Ἕν ἐγκεκριμένον κάλυμμα χρώματος λίαν θεατοῦ, ἱκανόν νά προφυλάττῃ τούς ἐπιβαίνοντας τῆς λέμβου, ἐκ τῶν καιρικῶν συνθηκῶν.

(xxvii) Ἕν ἀντίγραφον τοῦ εἰκονογραφημένου πίνακος σωσιβίων σημάτων τῶν ἀναφερομένων εἰς τόν Κανονισμόν 16 τοῦ Κεφαλαίου V.

(β) Εἰς περίπτωσιν πλοίων ἐκτελούντων πλόας τοιαύτης διαρκείας, ὥστε κατά τήν κρίσιν τῆς ῾Αρχῆς τά εἴδη τά καθοριζόμενα εἰς τά ἐδάφια (vi), (xii), (xix), (xx) καί (xxv) τῆς παραγράφου (α) τοῦ παρόντος Κανονισμοῦ ἤθελον κριθῇ μή ἀναγκαῖα, ἡ ῾Αρχή δύναται νά ἐπιτρέψῃ τήν παράλειψιν τούτων.

(γ) Παρά τάς διατάξεις τῆς παραγράφου (α) τοῦ παρόντος Κανονισμοῦ, αἱ μετά κινητῆρος σωσίβιοι λέμβοι ἤ ἄλλαι μηχανικῶς προωθούμεναι ἐγκεκριμένου τύπου, δέν ἀπαιτεῖται νά φέρουν ἱστόν ἤ ἱστία ἤ κώπας πλείονας τοῦ ἡμίσεος τοῦ κεκανονισμένου ἀριθμοῦ, ἀλλά θά φέρουν δύο κόρακας λέμβων.

(δ) Πᾶσαι αἱ σωσίβιοι λέμβοι θά ἐφοδιάζωνται διά καταλλήλων μέσων ἅτινα θά ἐπιτρέπουν εἰς τά ἐντός τῆς θαλάσσης ἄτομα νά ἀναρριχῶνται ἐπί τῆς λέμβου.

(ε) Πᾶσα σωσίβιος λέμβος, μετά κινητῆρος θά φέρῃ φορητόν πυροσβεστῆρα, ἐγκεκριμένου τύπου, δυνάμενον νά ἐκχέῃ ἀφρόν ἤ ἕτερον κατάλληλον μέσον σβέσεως πυρκαϊᾶς πετρελαίου.

Κανονισμός 12

Στερέωσις ᾿Εφοδίων Σωσιβίων Λέμβων

Ὅλα τά ἐφόδια τῆς σωσιβίου λέμβου, ἐξαιρέσει τοῦ κόρακος τῆς λέμβου ὅστις θά μένῃ ἐλεύθερος διά τήν ἀπομάκρυνσιν ταύτης, θά εἶναι καταλλήλως ἐστερεωμένα ἐντός τῆς σωσιβίου λέμβου. ῾Η πρόσδεσις θά γίνεται εἰς τρόπον ὥστε νά ἐξασφαλίζεται ἡ στερέωσις τῶν ἐφοδίων καί κατά τρόπον ὥστε νά μήν κωλύουν τούς κόρακας ἐναρτήσεως τῆς λέμβου ἤ νά ἐμποδίζουν τήν ταχεῖαν ἐπιβίβασιν. Πάντα τά ἐφόδια τῆς σωσιβίου λέμβου θά εἶναι ὅσον τό δυνατόν μικρῶν διαστάσεων καί βάρους καί θά εἶναι συσκευασμένα καταλλήλως καί συμπαγῶς.

Κανονισμός 13

Φορηταί Ραδιοτηλεγραφικαί Συσκευαί διά Σωστικά Σκάφη

(α) Πάντα τά πλοῖα, ἐξαιρέσει ἐκείνων τά ὁποῖα φέρουν εἰς ἑκάστην πλευράν αὐτῶν σωσίβιον λέμβον μετά κινητῆρος ἐφωδιασμένης διά ραδιοτηλεγραφικῆς ἐγκαταστάσεως πληρούσης τούς ὅρους τοῦ Κανονισμοῦ 14 τοῦ παρόντος Κεφαλαίου καί τοῦ Κανονισμοῦ 13 τοῦ Κεφαλαίου IV, θά φέρουν ἐγκεκριμένην φορητήν ραδιοτηλεγραφικήν συσκευήν διά σωστικόν σκάφος πληροῦσαν τάς ἀπαιτήσεις τοῦ Κανονισμοῦ τοῦ Κεφαλαίου IV. ῾Η συσκευή αὕτη θά φυλάσσεται εἰς τό δωμάτιον χαρτῶν ἤ εἰς ἄλλην κατάλληλον θέσιν καί θά εἶναι ἕτοιμος πρός μεταφοράν εἰς οἱονδήποτε σωσίβιον λέμβον εἰς περίπτωσιν κινδύνου. Ἐν τούτοις, εἰς τά δεξαμενόπλοια ὁλικῆς χωρητικότητος 3.000 κόρων καί ἄνω, εἰς τά ὁποῖα οἱ σωσίβιοι λέμβοι φέρονται εἰς

τό μέσον καί εἰς τήν πρύμνην τοῦ πλοίου, ἡ συσκευή αὕτη θά φυλάσσεται εἰς κατάλληλον θέλσιν πλησίον τῶν σωσιβίων λέμβων τῶν ἀπεχουσῶν περισσότερον ἀπό τοῦ κυρίου κομποῦ τοῦ πλοίου.

(β) Εἰς τήν περίπτωσιν πλοίων ἐκτελούντων πλόας τοιαύτης διαρκείας ὥστε κατά τήν κρίσιν τῆς 'Αρχῆς ἡ φορητή ραδιοτηλεγραφική συσκευή διά τά σωστικά σκάφη νά μή εἶναι ἀναγκαία, ἡ 'Αρχή δύναται νά ἐπιτρέψῃ τήν παράλειψιν ταύτης.

Κανονισμός 14

Ραδιοτηλεγραφικαί Συσκευαί καί Προβολεῖς Σωσιβίων Λέμβων μετά Κινητῆρος

(α) (ι) Ὅταν ὁ ὁλικός ἀριθμός τῶν ἐπιβαινόντων ἐπί ἐπιβατηγοῦ πλοίου ἐκτελοῦντος διεθνεῖς πλόας, οἵτινες δέν εἶναι βραχεῖς διεθνεῖς πλόες, ἐπί πλοίου χρησιμοποιουμένου ὡς ἐργοστασίου εἰς τήν θήραν φαλαινῶν, ἐπί πλοίου χρησιμοποιουμένου δι' ἐπεξεργασίαν ἤ κονσερβοποιΐαν τῶν ἰχθύων ἤ ἐπί πλοίου μεταφέροντος τό ἀπασχολούμενον προσωπικόν εἰς τά φαλαινοθηρικά πλοῖα, τῶν βιομηχανιῶν ἐπεξεργασίας ἤ κονσερβοποιΐας τῶν ἰχθύων, εἶναι μεγαλύτερος τῶν 199 ἀλλά μικρότερος τῶν 1500, θά ἐγκαθίσταται, ραδιοτηλεγραφική συσκευή πληροῦσα τάς ἀπαιτήσεις τοῦ παρόντος Κανονισμοῦ καί τοῦ Κανόνισμοῦ 13 τοῦ Κεφαλαίου IV, εἰς μίαν τοὐλάχιστον τῶν μετά κινητῆρος σωσιβίων λέμβων τοῦ πλοίου, τῶν ἀπαιτουμένων ὑπό τοῦ Κανονισμοῦ 8 τοῦ παρόντος Κεφαλαίου.

(ιι) Ὅταν ὁ ὁλικός ἀριθμός τῶν ἐπιβαινόντων ἀτόμων ἐπί τοῦ πλοίου εἶναι 1500 ἤ περισσότερα, τοιαύτη ραδιοτηλεγραφική συσκευή θά ἐγκαθίσταται εἰς πᾶσαν σωσίβιον λέμβον μετά κινητῆρος, ἀπαιτουμένην ὑπό τοῦ Κανονισμοῦ 8 τοῦ παρόντος Κεφαλαίου.

(β) 'Η ραδιοτηλεγρφική συσκευή θά ἐγκαθίσταται ἐντός ἐπαρκῶς μεγάλου θαλαμίσκου, ὥστε νά περιλαμβάνῃ τήν συσκευήν καί τόν χειριστήν ταύτης.

(γ) Αἱ διατάξεις θά εἶναι τοιαῦται ὥστε ἡ ἱκανοποιητική λειτουργία τοῦ πομποῦ καί τοῦ δέκτου δέν θά ἐπηρεάζεται ὑπό τοῦ κινητῆρος ἐν λειτουργίᾳ, εἴτε ὅταν φορτίζωνται ἤ ὄχι οἱ συσσωρευταί.

(δ) Οἱ συσσωρευταί τῆς ραδιοτηλεγραφικῆς συσκευῆς δέν θά χρησιμοποιοῦνται ὅπως παρέχουν ρεῦμα διά τήν ἐκκίνησιν τοῦ κινητῆρος ἤ διά τό σύστημα ἀναφλέξεως αὐτοῦ.

(ε) 'Ο κινητήρ τῆς σωσιβίου λέμβου θά ἐφοδιάζεται διά μιᾶς ἠλεκτρογεννητρίας διά τήν φόρτισιν τῶν συσσωρευτῶν ἀσυρμάτου καθώς καί δι' ἄλλας χρήσεις.

(στ) Εἰς προβολεύς θά ὑπάρχῃ εἰς ἑκάστην σωσίβιον λέμβον μετά κινητῆρος, ἥτις ἀπαιτεῖται κατά τούς ὅρους τῆς παραγράφου (α) τοῦ Κανονισμοῦ 8 τοῦ παρόντος Κεφαλαίου νά φέρεται εἰς τά ἐπιβατηγά πλοῖα καί κατά τούς ὅρους τῆς παραγράφου (γ) τοῦ αὐτοῦ Κανονισμοῦ νά φέρεται εἰς τά πλοῖα τά χρησιμοποιούμενα ὡς ἐργοστάσια εἰς τήν θήραν φαλαινῶν, εἰς τά πλοῖα ἐπεξεργασίας καί κονσερβοποιΐας τῶν ἰχθύων καί εἰς τά πλοῖα τά μεταφέροντα τό ἀπασχολούμενον προσωπικόν εἰς τά φαλαινοθηρικά πλοῖα καί τά τῶν βιομηχανιῶν ἐπεξεργασίας ἤ κονσερβοποιΐας τῶν ἰχθύων.

(ζ) 'Ο προβολεύς θά περιλαμβάνῃ λυχνίαν 80 τοὐλάχιστον βάττ, ἱκανόν ἀνακλαστῆρα καί πηγήν ἐνεργείας ἥτις θά φωτίζῃ ἀποτελεσματικῶς ἀντικείμενον ἀνοικτοῦ χρώματος εἰς τομέα πλάτους 18 μέτρων (ἤ 60 περίπου ποδῶν) εἰς ἀπόστασιν 180 μέτρων (ἤ 200 ὑαρδῶν) ἐπί χρονικήν περίοδον ἕξ ὡρῶν καί θά δύναται νά λειτουργῇ ἐπί τρεῖς τοὐλάχιστον ὥρας συνεχῶς.

Κανονισμός 15

'Απαιτήσεις διά Πνευστάς Σωσιβίους Σχεδίας

(α) Πᾶσα πνευστή σχεδία θά εἶναι κατεσκευασμένη κατά τρόπον ὥστε ὅταν εἶναι ἐντελῶς πεπληρωμένη καί ἐν ἐπιπλεύσει, μετά τοῦ στεγάσματος ἀναπεπταμένου νά ἔχῃ εὐστάθειαν ἐν ἀνοικτῇ θαλάσσῃ.

(β) 'Η σχεδία θά εἶναι κατεσκευασμένη κατά τρόπον ὥστε ἐάν ριφθῇ εἰς τήν θάλασσαν ἀπό ὕψους 18 μέτρων (ἤ 60 ποδῶν), οὔτε ἡ σχεδία οὔτε ὁ ἐξαρτισμός αὐτῆς θά ὑποστοῦν ζημίαν. 'Εάν ἡ σχεδία προορίζεται ὅπως τοποθετηθῇ ἐπί τοῦ πλοίου εἰς ὕψος ὑπεράνω τοῦ ὕδατος μεγαλύτερον τῶν 18 μέτρων (60 ποδῶν), θά εἶναι τύπου δοκιμασμένου ἱκανοποιητικῶς εἰς τάς πτώσεις ἐξ ὕψους τοὐλάχιστον ἴσου ἐκείνου εἰς τό ὁποῖον πρόκειται νά τοποθετηθῇ.

(γ) 'Η σχεδία θά εἶναι ἐφωδιασμένη διά στεγάσματος τό ὁποῖον θά τίθεται αὐτομάτως εἰς τήν θέσιν του ὅταν αὕτη πληροῦται. Τό στέγασμα τοῦτο θά εἶναι ἱκανόν νά προφυλάττῃ τούς ἐπιβαίνοντας ἐκ τῶν καιρικῶν συνθηκῶν καί θά προβλέπωνται μέσα διά τήν συλλογήν τῶν ὑδάτων τῆς βροχῆς. Τό ἄνω μέρος τοῦ στεγάσματος θά ἐφοδιάζεται διά λυχνίας ἥτις θά τροφοδοτῆται ἐκ τῆς στήλης ἐνεργούσης διά θαλασσίου ὕδατος. Μία ὁμοία λυχνία θά ὑπάρχῃ ἐντός τῆς σχεδίας. Τό στέγασμα θά εἶναι χρώματος λίαν ὁρατοῦ.

(δ) 'Η σχεδία θά ἐφοδιάζεται δι' ἑνός πεισματίου (μπαρόσμα) καί θά ἔχῃ πέριξ αὐτῆς σωσίβιον ρυμάτιον χαλαρῶς προσδεδεμένον καί καλῶς ἐστερεωμένον ἐξωτερικῶς. Σωσίβιον ρυμάτιον θά τοποθετῆται ἐπίσης πέριξ τοῦ ἐσωτερικοῦ τῆς σχεδίας.

(ε) 'Η σχεδία θά δύναται νά ἐπανορθωθῇ εὐχερῶς ὑπό ἑνός προσώπου, ἐάν αὕτη πληρωθῇ ἀντεστραμμένη.

(στ) 'Η σχεδία θά εἶναι ἐφωδιασμένη εἰς ἕκαστον ἄνοιγμα δι' ἀποτελεσματικῶν μέσων ἐπιτρεπόντων ὅπως πρόσωπα ἐντός τῆς θαλάσσης δύναται νά ἀναρριχηθοῦν ἐπί τῆς σχεδίας.

(ζ) 'Η σχεδία θά περιέχεται ἐντός βαλίζης ἤ ἑτέρου περιβλήματος κατασκευασμένου εἰς τρόπον ὥστε νά δύναται νά ἀντέχῃ εἰς σκληράς συνθήκας χρήσεως αἵτινες συναντῶνται εἰς τήν θάλασσαν. 'Η σχεδία ἐντός τῆς βαλίζης ἤ ἑτέρου περιβλήματος θά ἔχῃ ἰδίαν πλευστότητα.

(η) 'Η πλευστότης τῆς σχεδίας θά εἶναι κατά τοιοῦτον τρόπον κατανεμημένη ὥστε δι' ὑποδιαιρέσεως ταύτης εἰς ἄρτιον ἀριθμόν χωριστῶν διαμερισμάτων, τό ἥμισυ τῶν ὁποίων θά δύναται νά ὑποβαστάζῃ ἐκτός τοῦ ὕδατος τόν ἀριθμόν τῶν ἀτόμων διά τά ὁποῖα ἔχει ἐπιτραπῇ ἡ ἐπιβίβασις, εἴτεδι' ἄλλου τινός ἐξ ἴσου ἀποτελεσματικοῦ μέσου νά ἐξασφαλίζεται ὅτι ὑπάρχει εὔλογον περιθώριον πλευστότητος ἐάν ἡ σχεδία ὑποστῇ ζημίαν ἤ δέν ἐπιτυγχάνεται παρά μερική ἐμφύσησις.

(θ) Τό ὁλικόν βάρος τῆς σχεδίας, τῆς βαλίζης αὐτῆς ἤ ἑτέρου περιβλήματος καί τοῦ ἐξαρτισμοῦ αὐτῆς, δέν θά ὑπερβαίνῃ τά 180 χιλιόγραμμα (ἤ 400 λίβρας).

(ι) 'Ο ἀριθμός τῶν ἀτόμων τά ὁποῖα θά ἐπιτρέπεται νά παραλαμβάνῃ μία πνευστή σχεδία θά εἶναι ἴσος πρός:

(ι) Τόν μέγιστον ἀκέραιον ἀριθμόν τόν προκύπτοντα ἐκ τῆς διαιρέσεως διά 96 τοῦ ὄγκου μετρουμένου εἰς κυβικά δέκατα (ἤ διά 3,4 τοῦ ὄγκου μετρουμένου εἰς κυβικούς πόδας) τῶν κυρίων σωληνωτῶν ἀεροφυλακίων (ὅστις διά τόν σκοπόν τοῦτον δέν θά περιλαμβάνῃ οὔτε τά τόξα τοῦ στεγάσματος, οὔτε τό σέλμα ἤ τά σέλματα, ἐάν ὑπάρχουν τοιαῦτα) ὅταν οὗτοι εἶναι πεπληρωμένοι, ἤ

(ιι) Τόν μέγιστον ἀκέραιον ἀριθμόν τόν προκύπτοντα ἐκ τῆς διαιρέσεως διά 3,720 τῆς ἐπιφανείας, μετρουμένης εἰς τετραγωνικά ἑκατοστόμετρα (ἤ διά 4 τῆς ἐπιφανείας εἰς τετραγωνικούς πόδας) τοῦ δαπέδου (ἥτις διά τόν σκοπόν τοῦτον δύναται νά περιλάβῃ τό σέλμα ἤ τά σέλματα, ἐάν ὑπάρχουν τοιαῦτα) τῆς σωσιβίου σχεδίας ὅταν εἶναι πεπληρωμένη, λαμβανομένου τοῦ μικροτέρου ἀριθμοῦ.

(ια) Τό δάπεδον τῆς σωσιβίου σχεδίας θά εἶναι ἀδιάβροχον καί θά εἶναι ἱκανόν νά μονοῦται ἐπαρκῶς ἐναντίον τοῦ ψύχους.

(ιβ) Ἡ σωσίβιος σχεδία θά πληροῦται δι᾽ἀερίου τό ὁποῖον δέν θά εἶναι βλαβερόν εἰς τούς ἐπιβαίνοντας καί ἡ πλήρωσις θά λαμβάνῃ χώραν αὐτομάτως, εἴτε δι᾽ἕλξεως ρυματίου εἴτε δι᾽ἄλλου τινός τρόπου ἐξ ἴσου ἁπλοῦ καί ἀποτελεσματικοῦ. Θά προβλέπωνται μέσα διά τῶν ὁποίων ἡ ἀεραντλία ἤ οἱ φυσητῆρες οἱ ἀπαιτούμενοι ὑπό τοῦ Κανονισμοῦ 17 τοῦ παρόντος Κεφαλαίου θά δύνανται νά χρησιμοποιηθοῦν διά νά διατηροῦν τήν πίεσιν.

(ιγ) Ἡ σωσίβιος σχεδία θά εἶναι ἐξ ὑλικοῦ καί κατασκευῆς ἐγκεκριμένων καί θά εἶναι κατεσκευασμένη εἰς τρόπον ὥστε νά δύναται νά ἀντέχῃ ἐπί 30 ἡμέρας, ὅταν εἶναι ἐκτεθειμένη ἐν ἐπιπλεύσει, εἰς πάσας τάς συνθήκας τῆς θαλάσσης.

(ιδ) Δέν θά τυγχάνῃ ἐγκρίσεως σωσίβιος σχεδία ἥτις θά ἔχῃ μεταφορικήν ἱκανότητα, ὑπολογιζομένην συμφώνως πρός τήν παράγραφον (ι) τοῦ παρόντος Κανονισμοῦ, μικροτέραν τῶν ἕξ ἀτόμων. Ὁ μέγιστος ἀριθμός ἀτόμων ὑπολογιζόμενος συμφώνως πρός τήν παράγραφον ταύτην, διά τόν ὁποῖον μία σωσίβιος σχεδία δύναται νά τύχῃ ἐγκρίσεως, ἀπόκειται εἰς τήν κρίσιν τῆς Ἀρχῆς, ἀλλά εἰς οὐδεμίαν περίπτωσιν θά ὑπερβαίνῃ τά 25.

(ιε) Ἡ σωσίβιος σχεδία θά εἶναι ἱκανή νά λειτουργῇ καθ᾽ὅλην τήν κλίμακα θερμοκρασιῶν ἀπό 66°C μέχρι μεῖον 30°C (ἤ 150°F μέχρι μεῖον 22°F).

(ιστ)(ι) Ἡ σωσίβιος σχεδία θά εἶναι ἐστοιβαγμένη εἰς τρόπον ὥστε νά δύναται νά χρησιμοποιηθῇ εὐκόλως ἐν ὥρᾳ κινδύνου καί κατά τρόπον ἐπιτρέποντα τήν ἐπίπλευσιν αὐτῆς ἐκ τῆς θέσεως στοιβασίας της, τήν πλήρωσιν τῶν ἀεροθαλάμων της καί τήν ἀποδέσμευσίν της ἐκ τοῦ πλοίου εἰς περίπτωσιν βυθίσεως.

(ιι) Ἐάν ὑφίστανται ἐν χρήσει δέον ὅπως ἐγκαθίστανται συστήματα ἐχμάσεως τύπου αὐτομάτου ἀπελευθερώσεως ὑδροστατικῶς ἤ ἰσοδυνάμου τί ἐγκεκριμένου ὑπό τῆς Ἀρχῆς.

(ιιι) Ἡ σωσίβιος σχεδία ἡ ἀπαιτουμένη ὑπό τῆς παραγράφου (γ) τοῦ Κανονισμοῦ 35 τοῦ παρόντος Κεφαλαίου δύναται νά ἐχμάζεται κατά τρόπον μή ἐπιτρέποντα αὐτόματον ἀπελευθέρωσίν της.

(ιζ) Ἡ σωσίβιος σχεδία θά εἶναι ἐφωδιασμένη διά μέσων ἐπιτρεπόντων τήν εὐκολίαν ρυμουλκήσεως.

Κανονισμός 16

Ἀπαιτήσεις διά τάς Ἀκάμπτους Σωσιβίους Σχεδίας

(α) Πᾶσα σωσίβιος σχεδία ἀκάμπτου κατασκευῆς θά εἶναι κατεσκευασμένη ὥστε ριπτομένη εἰς τήν θάλασσαν ἐκ τῆς θέσεως στοιβασίας αὐτῆς οὔτε αὕτη οὔτε καί ὁ ἐξαρτισμός της νά ὑφίσταται ζημίαν.

(β) Ἡ ἐπιφάνεια τοῦ καταστρώματος τῆς σωσιβίου σχεδίας θά κεῖται ἐντός τοῦ μέρους τῆς σωσιβίου σχεδίας τό ὁποῖον ἐπιτρέπει προστασίαν εἰς τούς ἐπιβαίνοντας. Ἡ ἐπιφάνεια τοῦ καταστρώματος τούτου θά εἶναι τοὐλάχιστον 3.720 τετραγωνικά ἑκατοστόμετρα (ἤ 4 τετραγωνικοί πόδες) ἀνά ἕκαστον ἄτομον τό ὁποῖον ἐπιτρέπεται νά μεταφέρῃ. Ἡ φύσις τοῦ δαπέδου θά εἶναι τοιαύτη ὥστε νά ἐμποδίζῃ, ὅσον εἶναι πρακτικῶς δυνατόν, τήν δίοδον τοῦ ὕδατος καί νά ὑποβαστάζῃ τούς ἐπιβαίνοντας ἀποτελεσματικῶς ἐκτός τοῦ ὕδατος.

(γ) Ἡ σωσίβιος λέμβος θά εἶναι ἐφωδιασμένη διά στεγάσματος ἤ ἑτέρου ἰσοδυνάμου διατάξεως χρώματος λίαν ὁρατοῦ, τό ὁποῖον θά εἶναι ἱκανόν νά προστατεύῃ τούς ἐπιβαίνοντας, ἔναντι τῶν καιρικῶν συνθηκῶν ὅταν ἡ σωσίβιος σχεδία ἐπιπλέῃ καθ᾽οἱανδήποτε ἐπιφάνειαν.

(δ) Τά ἐφόδια τῆς σωσιβίου σχεδίας θά εἶναι ἐστοιβαγμένα κατά τρόπον ὥστε νά εἶναι εὐκόλως προσιτά ὅταν ἡ σωσίβιος σχεδία ἐπιπλέῃ καθ᾽οἱανδήποτε ἐπιφάνειαν.

(ε) Τό ὁλικόν βάρος μιᾶς σωσιβίου σχεδίας φερομένης ἐπί ἐπιβατηγῶν πλοίων σχεδίας μετά τοῦ ἐξοπλισμοῦ αὐτῆς δέν θά ὑπερβαίνῃ τά 180 χιλιόγραμμα (ἤ 400 λίβρας). Σωσίβιοι σχεδίαι φερόμεναι ἐπί φορτηγῶν πλοίων δύνανται νά εἶναι βάρους μεγαλυτέρου τῶν 180 χιλιογράμμων (ἤ 400 λιβρῶν) ἐάν αὗται δύνανται νά καθαιρεθοῦν ἐξ ἀμφοτέρων τῶν πλευρῶν τοῦ πλοίου ἤ ἐάν προβλέπωνται μηχανικά μέσα διά τήν καθαίρεσιν αὐτῶν εἰς τήν θάλασσαν.

(στ) Ἡ σωσίβιος σχεδία δέον ἀνά πάντα χρόνον νά εἶναι εὔχρηστος καί εὐσταθής ὅταν ἐπιπλέῃ καθ᾽οἱανδήποτε ἐπιφάνειαν.

(ζ) Ἡ σωσίβιος σχεδία θά ἔχῃ τοὐλάχιστον 96 κυβικά δέκατα (ἤ 3,4 κυβικούς πόδας) ἀεροθαλάμων ἤ ἰσοδύναμον πλευστότητα ἀνά ἕκαστον ἄτομον τό ὁποῖον ἐπιτρέπεται νά φέρῃ, τά δέ μέσα ταῦτα θά τοποθετοῦνται ὅσον δυνατόν πλησιέστερον πρός τάς πλευράς τῆς σωσιβίου σχεδίας.

(η) Ἡ σωσίβιος σχεδία θά ἔχῃ ἕν πεισμάτιον (μπαρούμα) προσδεδεμένον καί ἕν σωσίβιον ρυμάτιον χαλαρῶς διαβεβλημένον πέριξ καί ἐξωτερικῶς αὐτῆς καί καλῶς ἐστερεωμένον εἰς τά σημεῖα προσδέσεως. Ἐπίσης θά τοποθετῆται σωσίβιον ρυμάτιον πέριξ τοῦ ἐσωτερικοῦ τῆς σωσιβίου σχεδίας.

(θ) Ἡ σχεδία θά εἶναι ἐφωδιασμένη εἰς ἕκαστον ἄνοιγμα δι᾽ἀποτελεσματικῶν μέσων ἐπιτρεπόντων ὅπως πρόσωπα ἐντός τῆς θαλάσσης δύνανται νά ἀναρριχηθοῦν ἐπ᾽ αὐτῆς.

(ι) Ἡ σωσίβιος σχεδία θά εἶναι κατεσκευασμένη κατά τρόπον ὥστε νά μή προσβάλλεται ὑπό τοῦ πετρελαίου ἤ τῶν παραγώγων πετρελαίου.

(ια) Μία ἐπιπλέουσα λυχνία τύπου ἠλεκτρικῆς στήλης θά εἶναι προσδεδεμένη διά δετηρίας εἰς τήν σωσίβιον σχεδίαν.

(ιβ) Ἡ σωσίβιος σχεδία θά ἐφοδιάζεται διά μέσων ἐπιτρεπόντων τήν εὐχερῆ ρυμούλκησιν αὐτῆς.

(ιγ) Αἱ σωσίβιοι σχεδίαι θά εἶναι ἐστοιβαγμέναι κατά τρόπον ἐπιτρέποντα τήν ἐλευθέραν ἐπίπλευσιν αὐτῶν εἰς τήν περίπτωσιν βυθίσεως τοῦ πλοίου.

Κανονισμός 17

Ἐφόδια τῶν Πνευστῶν καί τῶν Ἀκάμπτων Σωσιβίων Σχεδιῶν

Ὁ κανονικός ἐξαρτισμός ἑκάστης σωσιβίου σχεδίας θά περιλαμβάνῃ:

(ι) Ἕναν ἐπιπλέοντα σωσίβιον σημαντῆρα προσδεδεμένον δι' ἐπιπλέοντος ρυματίου μήκους τοὐλάχιστον 30 μέτρων (ἤ 100 ποδῶν).

(ιι) Διά τάς σωσιβίους σχεδίας δι' ἅς ἐπιτρέπεται ἡ ἐπιβίβασις οὐχί περισσοτέρων τῶν 12 ἀτόμων, ἕν μαχαιρίδιον καί ἕν ἄντλιον. Διά τάς σωσιβίους σχεδίας δι' ἅς ἐπιτρέπεται ἡ ἐπιβίβασις 13 ἀτόμων ἤ περισσοτέρων, δύο μαχαιρίδια καί δύο ἄντλια.

(ιιι) Δύο σπόγγους.

(ιv) Δύο πλωτάς ἀγκύρας, τήν μίαν μονίμως προσδεδεμένην εἰς τήν σωσίβιον σχεδίαν καί μίαν ἀμοιβήν.

(v) Δύο βραχείας κώπας σχήματος πτύου.

(vι) Μίαν σειράν συνέργων ἐπισκευῆς, διά τήν ἐπιδιόρθωσιν τρυπημάτων εἰς τά διαμερίσματα πλευστότητος.

(vιι) Μίαν ἀεραντλίαν ἤ φυσητῆρας, ἐκτός ἐάν ἡ σωσίβιος σχεδία πληροῖ τούς ὅρους τοῦ Κανονισμοῦ 16 τοῦ παρόντος Κεφαλαίου.

(vιιι) Τρία ἐργαλεῖα ἀνοίγματος λευκοσιδηρῶν κυτίων.

(ιx) Ἕν ὑδατοστεγές κιβώτιον φαρμακείου πρώτων βοηθειῶν ἐγκεκριμένου τύπου.

(x) Ἕν ἀνοξείδωτον βαθμολογημένον κύπελλον ποσίμου ὕδατος.

(xι) Ἕνα ἀδιάβροχον ἠλεκτρικόν φανόν κατάλληλον διά σήμανσιν σημάτων Μόρς, ὁμοῦ μετά ἀνταλλακτικῆς στήλης συσσωρευτῶν καί μιᾶς ἀνταλλακτικῆς λυχνίας ἐντός ὑδατοστεγοῦς κιβωτίου.

(xιι) Ἕνα καθρέπτην σημάνσεως κατά τήν ἡμέραν καί μίαν συρίκτραν σημάνσεως.

(xιιι) Δύο ἀλεξιπτωτιστικάς φωτοβολίδας κινδύνου, ἐγκεκριμένου τύπου, δυναμένας νά ἐκπέμπωσι φωτεινόν ἐρυθρόν φῶς εἰς μέγα ὕψος.

(xιv) Ἕξ βεγγαλικά χειρός ἐγκεκριμένου τύπου, δυνάμενα νά ἐκπέμπωσι φωτεινόν ἐρυθρόν φῶς.

(xv) Μίαν σειράν συνέργων ἁλιείας.

(xvι) Μερίδα τροφίμων καθορισθησομένην ὑπό τῆς Ἀρχῆς, δι' ἕκαστον ἄτομον διά τό ὁποῖον ἔχει ἐγκριθῆ ἡ ἐπιβίβασις ἐπί τῆς σωσιβίου σχεδίας.

(xvιι) Ὑδατοστεγῆ δοχεῖα περιέχοντα ἕν καί ἥμισυ λίτρον (ἤ τρεῖς πίντας) ποσίμου ὕδατος δι' ἕκαστον ἄτομον διά τό ὁποῖον ἔχει ἐγκριθῆ ἡ ἐπιβίβασις, τοῦ ὁποίου ἥμισυ λίτρον (ἤ μία πίντα) κατ' ἄτομον δύναται νά ἀντικαθίσταται διά μιᾶς καταλλήλου συσκευῆς ἀφαλατώσεως ἱκανῆς νά παράγῃ ἴσην ποσότητα ποσίμου ὕδατος.

(xvιιι) Ἕξ δισκία ἐναντίον τῆς ναυτίας δι' ἕκαστον ἄτομον διά τό ὁποῖον ἔχει ἐγκριθῆ ἡ ἐπιβίβασις.

(xιx) Ὁδηγίας σχετικάς πρός τόν τρόπον ἐπιβιώσεως ἐπί τῆς σωσιβίου σχεδίας.

(xx) Ἕν ἀντίγραφον τοῦ εἰκονογραφημένου πίνακος σωσιβίων σημάτων τοῦ ἀναφερομένου εἰς τόν Κανονισμόν 16 τοῦ Κεφαλαίου V.

(β) Εἰς τήν περίπτωσιν ἐπιβατηγῶν πλοίων ἐκτελούντων βραχεῖς διεθνεῖς πλόας τοιαύτης διαρκείας ὥστε κατά τήν κρίσιν τῆς Ἀρχῆς νά μή εἶναι ἀναγκαῖα ὅλα τά εἴδη τά καθοριζόμενα εἰς τήν παράγραφον (α), ἡ Ἀρχή δύναται νά ἐπιτρέψῃ εἰς μίαν ἤ περισσοτέρας σωσιβίου σχεδίας αἵτινες ἀντιπροσωπεύουσι τοὐλάχιστον τό ἕν ἕκτον τοῦ ἀριθμοῦ τῶν σωσιβίων σχεδιῶν τῶν φερομένων ἐπί τοῦ πλοίου τούτου, ὅπως ἐφοδιάζωνται διά τοῦ ἐξαρτισμοῦ τοῦ καθοριζομένου εἰς τά ἐδάφια (ι) μέχρι (vιι) περιλαμβανομένου, (xι) καί (xιx) τῆς παραγράφου (α) τοῦ παρόντος Κανονισμοῦ, καί διά τοῦ ἡμίσεος τοῦ ἐξαρτισμοῦ τοῦ καθοριζομένου εἰς τά ἐδάφια (xιιι) καί (xιv) τῆς ἐν λόγῳ παραγράφου, αἱ δέ ὑπόλοιποι σωσίβιοι σχεδίαι νά ἐφοδιάζωνται διά τοῦ ἐξαρτισμοῦ τοῦ καθοριζομένου εἰς τά ἐδάφια (ι) μέχρι (vιι) περιλαμβανομένου καί (xιx) τῆς ἐν λόγῳ παραγράφου.

Κανονισμός 18

Ἐκπαίδευσις εἰς τήν Χρῆσιν τῶν Σωσιβίων Σχεδιῶν

Ἡ Ἀρχή θά λαμβάνῃ μέτρα, ὅσα εἶναι πρακτικῶς καί εὐλόγως δυνατά πρός ἐξασφάλισιν ὅτι τά πληρώματα τῶν πλοίων ἐπί τῶν ὁποίων φέρονται αἱ σωσίβιοι σχεδίαι ἔχουν ἐκπαιδευθῆ εἰς τήν καθαίρεσιν καί χρῆσιν αὐτῶν.

Κανονισμός 19

Ἐπιβίβασις ἐπί τῶν Σωσιβίων Λέμβων καί τῶν Σωσιβίων Σχεδιῶν

(α) Θά προβλέπονται κατάλληλα μέσα διά τήν ἐπιβίβασιν ἐπί τῶν σωσιβίων λέμβων εἰς τά ὁποῖα θά περιλαμβάνωνται :

(ι) Ἀνά μία κλίμαξ εἰς ἕκαστον ζεῦγος ἐπωτίδων ἐπιτρέπουσα τήν ἐπιβίβασιν ἐπί τῶν σωσιβίων λέμβων, ὅταν αὗται εὑρίσκωνται εἰς τήν θάλασσαν ἐξαιρέσει ὅτι εἰς τά ἐπιβατηγά πλοῖα, εἰς πλοῖα χρησιμοποιούμενα ὡς ἐργοστάσια διά τήν θήραν τῶν φαλαινῶν, εἰς πλοῖα ἐπεξεργασίας καί κονσερβοποιΐας τῶν ἁλιευτικῶν προϊόντων, εἰς πλοῖα μεταφέροντα τό ἀπασχολούμενον προσωπικόν εἰς τά φαλαινοθηρικά πλοῖα, τά τῶν βιομηχανιῶν ἐπεξεργασίας ἤ κονσερβοποιΐας, ἡ Ἀρχή δύναται νά ἐπιτρέψῃ ὅπως αἱ κλίμακες αὗται ἀντικαθίστανται δι' ἐγκεκριμένων μέσων, ὑπό τήν προϋπόθεσιν ὅτι θά ὑπάρχῃ μία τοὐλάχιστον κλῖμαξ εἰς ἑκάστην πλευράν τοῦ πλοίου.

(ιι) Μέσα φωτισμοῦ τῶν σωσιβίων λέμβων καί τῶν συσκευῶν καθαιρέσεως αὐτῶν κατά τήν προετοιμασίαν καί τήν ἐκτέλεσιν τῆς καθαιρέσεως καί ἐπίσης διά τόν φωτισμόν τῆς θαλασσίας περιοχῆς ἐντός τῆς ὁποίας γίνεται ἡ καθαίρεσις τῶν σωσιβίων λέμβων μέχρις ὅτου συμπληρωθῆ ἡ ἐργασία τῆς καθαιρέσεως.

(ιιι) Διατάξεις διά τήν εἰδοποίησιν τῶν ἐπιβατῶν καί τοῦ πληρώματος ὅτι τό πλοῖον πρόκειται νά ἐγκαταλειφθῆ, καί

(ιv) Μέσα διά τήν πρόληψιν πάσης διοχετεύσεως ὕδατος ἐντός τῶν σωσιβίων λέμβων.

(β) Θά προβλέπονται έπίσης κατάλληλα μέσα διά τήν έπιβίβασιν έπί τῶν σχεδιῶν, είς τά όποῖα θά περιλαμβάνωνται :

(ι) Έπαρκεῖς κλίμακες διά τήν διευκόλυνσιν τῆς έπιβιβάσεως έπί τῶν σωστικῶν σχεδιῶν όταν αύται εύρίσκωνται είς τό ὕδωρ, έξαιρέσει ότι είς έπιβατηγά πλοῖα, είς πλοῖα χρησιμοποιούμενα ώς έργοστάσια είς τήν άλιείαν φαλαινῶν, είς πλοῖα έπεξεργασίας καί κονσερβοποιΐας τῶν άλιευτικῶν προϊόντων, καί είς πλοῖα μεταφέροντα τό άπασχολούμενον προσωπικόν είς τά φαλαινοθηρικά πλοῖα, καί είς τά τῶν βιομηχανιῶν έπεξεργασίας ἢ κονσερβοποιΐας, ἡ Άρχή δύναται νά έπιτρέψῃ τήν άντικατάστασιν μέρους ἢ τοῦ συνόλου τῶν τοιούτων κλιμάκων δι' έγκεκριμένων μέσων.

(ιι) Μέσα διά τόν φωτισμό τῶν σωσιβίων σχεδιῶν τούτων καί τῶν συσκευῶν καθαιρέσεως κατά τήν προετοιμασίαν καί τήν έκτέλεσιν τῆς καθαιρέσεως καί έπίσης διά τόν φωτισμόν τῆς θαλασσίας περιοχῆς έντός τῆς όποίας γίνεται ἡ καθαίρεσις τῶν σωσιβίων τούτων σχεδιῶν μέχρις ότου συμπληρωθῇ ἡ έργασία τῆς καθαιρέσεως, έκεῖ ένθα φέρονται σωσίβιοι σχεδίαι διά τάς όποίας έχουν προβλεφθῇ έγκεκριμένα μέσα καθαιρέσεως.

(ιιι) Μέσα διά τόν φωτισμόν τῆς θέσεως στοιβασίας τῶν σωσιβίων σχεδιῶν διά τάς όποίας δέν προβλέπονται έγκεκριμένα μέσα καθαιρέσεως.

(ιν) Διατάξεις διά τήν είδοποίησιν τῶν έπιβατῶν καί τοῦ πληρώματος ότι τό πλοῖον πρόκειται νά έγκαταλειφθῇ καί

(ν) Μέσα διά τήν πρόληψιν πάσης διοχετεύσεως ὕδατος έντός τῶν σωσιβίων σχεδιῶν είς καθωρισμένας θέσεις καθαιρέσεως, περιλαμβάνοντα έκείνας διά τάς όποίας ὑπάρχουν έγκεκριμένα μέσα καθαιρέσεως.

Κανονισμός 20

Σήμανσις Σωσιβίων Λέμβων, Σωσιβίων Σχεδιῶν καί Πλευστικῶν Συσκευῶν

(α) Αί διαστάσεις τῆς σωσιβίου λέμβου καί ό άριθμός τῶν άτόμων άτινα έπιτρέπεται νά φέρῃ σημαίνονται έπ' αύτῆς δι' εὐαναγνώστων καί μονίμων χαρακτηριστικῶν. Τό όνομα καί ό λιμήν νηολογήσεως τοῦ πλοίου είς τό όποῖον ἡ σωσίβιος λέμβος άνήκει θά χρωματίζεται είς έκάστην πλευράν τῆς πρώρας.

(β) Αί πλευστικαί συσκευαί θά σημαίνωνται διά τοῦ άριθμοῦ τῶν άτόμων κατά τόν αύτόν τρόπον.

(γ) Ό άριθμός τῶν άτόμων θά σημαίνεται κατά τόν αύτόν τρόπον έπί τῶν σωσιβίων πνευστῶν σχεδιῶν καθώς καί έπί τῆς βαλίζης ἢ τοῦ περιβλήματος έντός τοῦ όποίου περιέχεται ἡ σωσίβιος πνευστή σχεδία. Έκάστη σωσίβιος πνευστή σχεδία θά φέρῃ έπίσης τόν άριθμόν τῆς σειρᾶς καί τό όνομα τοῦ κατασκευαστοῦ, είς τρόπον ὥστε νά δύναται νά έξακριβοῦται ό ίδιοκτήτης τῆς σωσιβίου σχεδίας.

(δ) Έκάστη άκαμπτος σωσίβιος σχεδία θά σημαίνεται διά τοῦ όνόματος καί τοῦ λιμένος νηολογήσεως τοῦ πλοίου είς ὅ άνήκει καί διά τοῦ άριθμοῦ τῶν άτόμων τά όποῖα έπιτρέπεται νά φέρῃ.

(ε) Ούδεμία σωσίβιος λέμβος, σωσίβιος σχεδία ἢ πλευστική συσκευή θά σημαίνεται δι' άριθμόν άτόμων μεγαλύτερον τοῦ έπιτυγχανομένου κατά τό είς τό παρόν Κεφάλαιον καθοριζόμενον τρόπον.

Κανονισμός 21

Προδιαγραφή Κυκλικοῦ Σωσιβίου

(α) Τό κυκλικόν σωσίβιον θά πληροῖ τάς κατωτέρω άπαιτήσεις:

(ι) Θά είναι έκ συμπαγοῦς φελλοῦ ἢ άλλου ίσοδυνάμου ὑλικοῦ.

(ιι) Θά είναι ίκανόν νά ὑποβαστάζῃ είς γλυκύ ὕδωρ τοὐλάχιστον 14,5 χιλιόγραμμα (32 λίβρας) σιδήρου έπί 24 ὥρας.

(ιιι) Δέν θά προσβάλλεται έπιζημίως ὑπό πετρελαίου ἢ προϊόντων πετρελαίου.

(ιν) Θά είναι λίαν όρατοῦ χρωματισμοῦ.

(ν) Θά σημειοῦται διά κεφαλαίων γραμμάτων τό όνομα καί ό λιμήν νηολογήσεως τοῦ πλοίου είς τόν όποῖον άνήκει.

(β) Δέν θά έπιτρέπωνται κυκλικά σωσίβια πεπληρωμένα διά χόρτων, τριμμάτων φελλοῦ ἢ κοκκώδους φελλοῦ, ἢ οίουδήποτε άλλου άραιοῦ κοκκοειδοῦς ὑλικοῦ, ἢ έκεῖνα τῶν όποίων ἡ πλευστότης έξαρτᾶται έκ θαλάμων άέρος οἵτινες άπαιτοῦν έμφύσησιν άέρος.

(γ) Τά κυκλικά σωσίβια, τά κατεσκευασμένα έκ πλαστικοῦ ὑλικοῦ ἢ έτέρων συνθετικῶν κραμάτων θά είναι ίκανά νά διατηροῦν τάς πλευστικάς καί τάς ίδιότητας άντοχῆς αὐτῶν κατά τήν έπαφήν μέ τό ὕδωρ ἢ μέ προϊόντα πετρελαίου, ἢ είς μεταβολάς θερμοκρασιῶν ἢ κλιματολογικάς, έπικρατούσας είς τά ταξείδια άνοικτῆς θαλάσσης.

(δ) Τά κυκλικά σωσίβια θά φέρουν ρυμάτιον χαλαρῶς διαβεβλημένον πέριξ καί καλῶς έστερεωμενον. Έν τοὐλάχιστον κυκλικόν σωσίβιον είς έκάστην πλευράν τοῦ πλοίου θά είναι έφωδιασμένον δι' έπιπλέοντος σωσιβίου σχοινίου μήκους 27,5 μέτρων (15 όργυιῶν) τό όλιγώτερον.

(ε) Είς τά έπιβατηγά πλοῖα, τό ἥμισυ τοὐλάχιστον τοῦ όλικοῦ άριθμοῦ τῶν κυκλικῶν σωσιβίων καί είς ούδεμίαν περίπτωσιν όλιγώτερα τῶν ἕξ καί είς τά φορτηγά πλοῖα τό ἥμισυ τοὐλάχιστον τοῦ όλικοῦ άριθμοῦ τῶν κυκλικῶν σωσιβίων θά έφοδιάζωνται δι' αύτομάτων φώτων καλῆς άποδόσεως.

(στ) Τά αύτόματα φῶτα τά άπαιτούμενα ὑπό τῆς παραγράφου (ε) τοῦ παρόντος Κανονισμοῦ θά είναι τοιαῦτα ὥστε νά μήν δύνανται νά σβεσθοῦν ὑπό τοῦ ὕδατος. Θά δύνανται νά λειτουργοῦν έπί 45 λεπτά τοὐλάχιστον καί θά έχουν φωτιστικήν ίκανότητα οὐχί μικροτέραν τῶν 2 κηρίων πρός όλας τάς κατευθύνσεις τοῦ άνω ἡμισφαιρίου. Θά φυλάττωνται πλησίον τῶν κυκλικῶν σωσιβίων είς τά όποῖα άνήκουν μετά τῶν άναγκαίων μέσων προσδέσεως. Τά αύτόματα φῶτα τά χρησιμοποιούμενα έπί τῶν δεξαμενοπλοίων θά είναι μετά ήλεκτρικῆς στήλης έγκεκριμένου τύπου*

* Αί άκόλουθοι άποστάσεις όρατότητος τοῦ φωτός δύνανται νά άναμένωνται έπί δεδομένων άντιστοίχων άτμοσφαιρικῶν συνθηκῶν.

Συντελεστής άτμοσφαιρικῆς μεταδοτικότητος	Μετεωρολογική Άπόστασις όρατότητος (μίλια)	Άπόστασις όρατότητος τοῦ φωτός (μίλια)
0.3	2.4	0.96
0.4	3.3	1.05
0.5	4.3	1.15
0.6	5.8	1.24
0.7	8.4	1.34
0.8	13.4	1.45
0.9	28.9	1.57

(ζ) Ὅλα τά κυκλικά σωσίβια θά εἶναι τοποθετημένα εἰς θέσεις εὐκόλως προσιτάς ὑπό τῶν ἐπιβαινόντων καί δύο τοὐλάχιστον τῶν κυκλικῶν σωσιβίων τῶν ἐφοδιασμένων δι᾽αὐτομάτων φώτων, συμφώνως πρός τήν παράγραφον (ε) τοῦ παρόντος Κανονισμοῦ, θά ἐφοδιάζωνται ἐπίσης δι᾽ἱκανοῦ αὐτομάτως ἐνεργοῦντος σήματος καπνοῦ, δυναμένου νά παράγῃ καπνόν λίαν ὁρατοῦ χρώματος ἐπί 15 τοὐλάχιστον λεπτά καί θά εἶναι δυνατή ἡ ταχεῖα ρίψις αὐτῶν ἐκ τῆς γεφύρας ναυσιπλοΐας.

(η) | Τά κυκλικά σωσίβια θά πρέπει πάντοτε νά ρίπτωνται ταχέως καί δέν θά εἶναι μονίμως στερεωμένα καθ᾽οἱονδήποτε τρόπον.

Κανονισμός 22

Σωσίβιοι Ζῶναι

(α) Τά πλοῖα θά φέρουν μίαν σωσίβιον ζώνη· ἐγκεκριμένου τύπου δι᾽ ἕκαστον ἐπιβαῖνον ἄτομον καί, ἐπί πλέον ἐπαρκῆ ἀριθμόν σωσιβίων ζωνῶν καταλλήλων διά παιδιά, ἐκτός ἐάν αἱ σωσίβιοι αὗται ζῶναι δύναται νά προσαρμόζωνται πρός χρῆσιν τῶν παιδιῶν. Ἑκάστη σωσίβιος ζώνη θά εἶναι καταλλήλως ἐσφραγισμένη διά σφραγῖδος δεικνυούσης ὅτι ἔχει ἐγκριθῇ ὑπό τῆς Ἀρχῆς.

(β) Ἐπί πλέον τῶν σωσιβίων ζωνῶν τῶν ἀπαιτουμένων ὑπό τῆς παραγράφου (α) θά φέρωνται ἐπί τῶν ἐπιβατηγῶν πλοίων σωσίβιοι ζῶναι διά 5 τοῖς ἑκατόν τοῦ ὁλικοῦ ἀριθμοῦ τῶν ἐπιβαινόντων ἐπί τοῦ πλοίου. Αἱ σωσίβιοι αὗται ζῶναι θά στοιβάζωνται εἰς ἐμφανεῖς θέσεις ἐπί τοῦ καταστρώματος.

(γ) Ἐγκεκριμένου τύπου σωσίβιος ζώνη δέον ὅπως συμμορφοῦται πρός τάς κατωτέρω ἀπαιτήσεις:

(ι) Θά κατασκευάζεται δι᾽ ἐπιμελημένης ἐργασίας καί ἐκ καταλλήλων ὑλικῶν.

(ιι) Θά κατασκευάζεται κατά τοιοῦτον τρόπον, ὥστε νά ἀποκλείεται, ὅσον τό δυνατόν, ὁ κίνδυνος νά φέρεται κατά τρόπον ἐσφαλμένον, ἐκτός ἐάν εἶναι δυνατόν νά φέρεται κατ᾽ ἀμφοτέρας τάς ὄψεις.

(ιιι) Θά δύναται νά ἀνυψώνῃ τό πρόσωπον ἐξηντλημένου ἤ ἀναισθήτου ἀτόμου ἐκτός τοῦ ὕδατος καί νά κρατᾷ τοῦτο ὑπεράνω αὐτοῦ μέ τό σῶμα κεκλιμένον πρός τά ὀπίσω ἀπό τῆς κατακορύφου θέσεως αὐτοῦ.

(ιν) Θά δύναται νά περιστρέψῃ τό σῶμα ἐντός τοῦ ὕδατος, ἀπό οἱανδήποτε θέσιν εἰς μίαν ἀσφαλῆ θέσιν ἐπιπλεύσεως μέ τό σῶμα κεκλιμένον πρός τά ὀπίσω ἀπό τῆς κατακορύφου θέσεως αὐτοῦ.

(ν) Δέν θά προσβάλλεται ἐπιζημίως ἀπό τοῦ πετρελαίου ἤ τῶν προϊόντων αὐτοῦ.

(νι) Θά εἶναι λίαν ὁρατοῦ χρωματισμοῦ.

(νιι) Θά εἶναι ἐφωδιασμέν διά συρίκτρας ἐγκεκριμένου τύπου, καλῶς προσδεδεμένης διά σχοινίου.

(νιιι) Ἡ πλευστότης τῆς σωσιβίου ζώνης ἥτις ἀπαιτεῖται νά ἔχῃ τά ἀνωτέρω χαρακτηριστικά δέν θά μειώνεται περισσότερον τοῦ 5% μετά ἀπό παραμονήν της βυθισμένης εἰς γλυκύ ὕδωρ ἐπί 24 ὥρας.

(δ) Σωσίβιος ζώνη τῆς ὁποίας ἡ πλευστότης ἐξαρτᾶται ἐξ ἐμφυσήσεως ἀέρος, δύναται νά ἐπιτραπῇ διά τήν χρῆσιν τῶν πληρωμάτων πάντων τῶν πλοίων, ἐξαιρέσει τῶν ἐπιβατηγῶν πλοίων καί τῶν δεξαμενοπλοίων, ὑπό τήν πρόβλεψιν ὅτι:

(ι) Ἔχει δύο χωριστούς ἀεροθαλάμους.

(ιι) Δύναται νά πληροῦται κατ᾽ ἀμφοτέρους τούς τρόπους μηχανικῶς καί διά στόματος.

(ιιι) Πληροῖ τάς ἀπαιτήσεις τῆς παραγράφου (γ) τοῦ παρόντος Κανονισμοῦ καί ἐάν ἀκόμη ὁ εἷς ἀεροθάλαμος δέν εἶναι πεπληρωμένος.

(ε) Αἱ σωσίβιοι ζῶναι θά εἶναι οὕτω τοποθετημέναι, ὥστε νά εἶναι εὐκόλως προσιταί καί ἡ θέσις αὐτῶν θά ἐνδείκνυται εὐκρινῶς.

Κανονισμός 23

Ὁρμιδοβόλος Συσκευή.

(α) Τά πλοῖα θά φέρουσι μίαν ὁρμιδοβόλον συσκευήν ἐγκεκριμένου τύπου.

(β) Ἡ συσκευή θά εἶναι ἱκανή νά ἐκσφενδονίζῃ μετ᾽ ἐπαρκοῦς ἀκριβείας ὁρμίδιον μήκους οὐχί μικροτέρου τῶν 230 μέτρων (ἤ 250 ὑαρδῶν) καί θά περιλαμβάνῃ τοὐλάχιστον τέσσαρα βλήματα καί τέσσαρα ὁρμίδια.

Κανονισμός 24

Σήματα Κινδύνου τοῦ Πλοίου.

Τά πλοῖα θά ἐφοδιάζωνται πρός ἱκανοποίησιν τῆς Ἀρχῆς, διά μέσων ἐκπεμπόντων ἀποτελεσματικά σήματα κινδύνου κατά τήν ἡμέραν καί τήν νύκτα, περιλαμβανόντων δώδεκα τοὐλάχιστον ἀλεξιπτωτιστικά σήματα ἱκανά νά ἀποδίδουν λαμπρόν ἐρυθρόν φῶς εἰς μέγα ὕψος.

Κανονισμός 25

Πίναξ Διαιρέσεως Γυμνασίου καί Διαδικασίας Καταστάσεως Ἀνάγκης.

(α) Εἰς ἕκαστον μέλος τοῦ πληρώματος θ᾽ ἀνατίθενται εἰδικά καθήκοντα πρός ἀνάληψιν, ἐν περιπτώσει συμβάντος ἀνάγκης.

(β) Ὁ πίναξ διαιρέσεως γυμνασίου θά σημειοῖ ἅπαντα τά εἰδικά καθήκοντα καί θά δεικνύῃ, ἰδιαιτέρως, τόν σταθμόν εἰς τόν ὁποῖον θά πρέπῃ νά σπεύσῃ ἕκαστον μέλος ὡς καί τά καθήκοντα τά ὁποῖα θά πρέπῃ νά ἐκτελέσῃ.

(γ) Ὁ πίναξ διαιρέσεως γυμνασίου δι᾽ ἕκαστον ἐπιβατηγόν πλοῖον θά εἶναι τύπου ἐγκεκριμένου ὑπό τῆς Ἀρχῆς.

(δ) Ὁ πίναξ διαιρέσεως γυμνασίου θά εἶναι συμπεπληρωμένος πρίν ἤ τό πλοῖον ἀπολεύσῃ. Ἀντίγραφα θά τοποθετῶνται εἰς διάφορα μέρη τοῦ πλοίου καί ἰδίᾳ, εἰς τά διαμερίσματα τοῦ πληρώματος.

(ε) Ὁ πίναξ διαιρέσεως γυμνασίου θά σημειοῖ τά ἀνατιθέμενα εἰς διάφορα μέλη τοῦ πληρώματος καθήκοντα, ἐν σχέσει πρός:

(ι) Τό κλείσιμον τῶν στεγανῶν θυρῶν, βαλβίδων καί μηχανισμῶν κλεισίματος τῶν εὐδιαίων, τῶν χοανῶν ἀπορρίψεως τεφρῶν καί τῶν θυρῶν πυρκαϊᾶς,

(ιι) Τόν ἐξοπλισμόν τῶν σωσιβίων λέμβων (συμπεριλαμβανομένης τῆς φορητῆς ραδιοτηλεγραφικῆς συσκευῆς τῶν σκαφῶν διασώσεως) καί τά λοιπά σωστικά μέσα,

(ιιι) Τήν καθαίρεσιν τῶν σωσιβίων λέμβων,

(ιν) Τήν γενικήν προπαρασκευήν τῶν λοιπῶν σωστικῶν μέσων,

(ν) Τήν συγκέντρωσιν τῶν ἐπιβατῶν, καί

(νι) Τήν ἐξολόθρευσιν τοῦ πυρός, λαμβανομένων ὑπ' ὄψιν τῶν σχεδιαγραμμάτων ἐλέγχου πυρκαϊᾶς τοῦ πλοίου.

(στ) Ὁ Πίναξ διαιρέσεως γυμνασίου θά σημειοῖ τά ἀνατιθέμενα διάφορα καθήκοντα εἰς τά μέλη τοῦ προσωπικοῦ τῶν θαλαμηπόλων τά σχετικά μέ τούς ἐπιβάτας ἐν περιπτώσει ἀνάγκης. Τά καθήκοντα ταῦτα θ' ἀφοροῦν εἰς:

(ι) Εἰδοποίησιν τῶν ἐπιβατῶν,

(ιι) Ἐξασφάλισιν ὅτι οὗτοι εἶναι καταλλήλως ἐνδεδυμένοι καί ἔχουν φερέσει κατά τόν ὀρθόν τρόπον τάς σωσιβίους ζώνας των.

(ιιι) Συγκέντρωσιν τῶν ἐπιβατῶν εἰς τούς σταθμούς γυμνασίου,

(ιν) Διατήρησιν τῆς τάξεως εἰς τούς διαδρόμους καί τάς καθόδους καί, γενικῶς, ἔλεγχον τῶν κινήσεων τῶν ἐπιβατῶν, καί

(ν) Ἐξασφάλισιν ὅτι ἡ ποσότης κλινοσκεπασμάτων μετεφέρθη εἰς τάς σωσιβίους λέμβους.

(ζ) Τά σημειούμενα ὑπό τοῦ πίνακος διαιρέσεως συναγερμοῦ σχετικά μέ τήν ἐξολόθρευσιν τοῦ πυρός καθήκοντα, συμφώνως πρός τό ἐδάφιον (ε) (νι) τοῦ παρόντος Κανονισμοῦ, θά περιλαμβάνουν στοιχεῖα:

(ι) Τῆς συγκροτήσεως τῶν ὁμάδων πυρκαϊᾶς, τῶν ὁριζομένων πρός ἀντιμετώπισιν πυρκαϊῶν.

(ιι) Τῶν ἀνατιθεμένων εἰδικῶν καθηκόντων τῶν σχετικῶν μέ τήν λειτουργίαν τοῦ πυροσβεστικοῦ ἐξοπλισμοῦ καί ἐγκαταστάσεων.

(η) Ὁ πίναξ διαιρέσεως γυμνασίου θά καθορίζῃ εἰδικά σήματα συγκεντρώσεως ἅπαντος τοῦ πληρώματος εἰς τούς σταθμούς τῶν λέμβων, σωσιβίων σχεδιῶν καί πυρκαϊᾶς καί θά δίδῃ στοιχεῖα περί τῶν σημάτων τούτων. Τά ἐν λόγῳ σήματα θά δίδωνται διά τῆς συρίκτρας ἤ σειρῆνος καί, πλήν προκειμένου περί ἐπιβατηγῶν πλοίων βραχέων διεθνῶν πλόων καί φορτηγῶν πλοίων μήκους μικροτέρου τῶν 45,7 μέτρων (ἤ 150 ποδῶν), θά συμπληροῦνται δι' ἄλλων σημάτων, τά ὁποῖα θά λειτουργοῦν ἠλεκτρικῶς. Ἅπαντα τά σήματα ταῦτα θά χειρίζωνται ἐκ τῆς γέφυρας.

Κανονισμός 26

Πρακτική ἐξάσκησις, Συναγερμοί καί Γυμνάσια

(α) (ι) Εἰς τά ἐπιβατηγά πλοῖα θά ἐνεργεῖται ἅπαξ τῆς ἑβδομάδος, ἐφ' ὅσον εἶναι δυνατόν, συναγερμός τοῦ πληρώματος διά γυμνάσιον λέμβων καί γυμνάσιον πυρκαϊᾶς. Ὁ συναγερμός οὗτος θά λαμβάνῃ χώραν ὅταν ἐπιβατηγόν πλοῖον ἀποπλέῃ ἐκ τοῦ τελευταίου λιμένος διά διεθνῆ πλοῦν ὅστις ὅμως δέν εἶναι βραχύς διεθνής πλοῦς.

(ιι) Εἰς τά φορτηγά πλοῖα, συναγερμός τοῦ πληρώματος διά γυμνάσιον λέμβων καί γυμνάσιον πυρκαϊᾶς θά λαμβάνῃ χώραν κατά διαστήματα οὐχί μεγαλυτέρα τοῦ ἑνός μηνός, ὑπό τήν πρόβλεψιν ὅτι συναγερμός τοῦ πληρώματος διά γυμνάσιον λέμβων καί γυμνάσιον πυρκαϊᾶς θά λάβῃ χώραν ἐντός 24 ὡρῶν ἀπό τοῦ ἀπόπλου ἐκ λιμένος, ἐάν πλέον τῶν 25 τοῖς ἑκατόν τοῦ πληρώματος ἀντεκατεστάθησαν εἰς τόν λιμένα τοῦτον.

(ιιι) Ἐπ' εὐκαιρίᾳ τοῦ κατά μῆνα συναγερμοῦ ἐπί τῶν φορτηγῶν πλοίων, θά ἐπιθεωροῦνται τά ἐφόδια τῶν λέμβων πρός ἐξακρίβωσιν ὅτι εἶναι πλήρη.

(ιν) Ἡ ἡμερομηνία διενεργείας τῶν συναγερμῶν ὡς καί λεπτομέρειαι οἱασδήποτε ἐκπαιδεύσεως καί γυμνασίων καταπολεμήσεως τοῦ πυρός, τά ὁποῖα ἐκτελοῦνται ἐπί τοῦ πλοίου, θά καταχωροῦνται εἰς ἡμερολόγιον τύπου καθοριζομένου ὑπό τῆς Ἀρχῆς καί, εἰς ἥν περίπτωσιν ἐντός ἑβδομάδος (διά τά ἐπιβατηγά πλοῖα) ἤ μηνός (διά τά φορτηγά) οὐδέν γυμνάσιον ἤ μέρος μόνον γυμνασίου ἐξετελέσθη, θά γίνεται μνεία δι' ἧς θά περιγράφωνται αἱ συνθῆκαι καί ἡ ἔκτασις τοῦ ἐκτελεσθέντος γυμνασίου. Ἔκθεσις ἐπιθεωρήσεως τοῦ ἐξοπλισμοῦ τῶν λέμβων φορτηγῶν πλοίων θά καταχωρῆται εἰς τό ἡμερολόγιον. Ἡ ἔκθεσις αὕτη θά μνημονεύῃ ἐπίσης τάς συνθήκας ὑπό τάς ὁποίας ἀπεσπάσθησαν καί καθηρέθησαν αἱ σωσίβιοι λέμβοι συμφώνως πρός τήν παράγραφον (γ) τοῦ παρόντος Κανονισμοῦ.

(β) Εἰς ἐπιβατηγά πλοῖα ἐξαιρέσει ἐκείνων ἅτινα ἐκτελοῦν βραχεῖς διεθνεῖς πλόας, θά ἐκτελῆται γυμνάσιον συναγερμοῦ ἐπιβατῶν ἐντός εἴκοσι τεσσάρων ὡρῶν ἀπό τοῦ ἀπόπλου ἐκ τοῦ λιμένος.

(γ) Διάφοροι ὁμάδες σωσιβίων λέμβων θά χρησιμοποιοῦνται ἐκ περιτροπῆς κατά τά διαδοχικά γυμνάσια λέμβων καί ἑκάστη σωσίβιος λέμβος θά ἐξαίρεται τοῦ πλοίου καί, ἐάν εἶναι πρακτικῶς δυνατόν καί εὔλογον θά καθαιρῆται τό ὕδωρ ἅπαξ τοὐλάχιστον ἀνά τέσσαρας μῆνας. Τά γυμνάσια καί αἱ ἐπιθεωρήσεις θά ἐκτελοῦνται κατά τρόπον ὥστε τό πλήρωμα νά κατανοήσῃ πλήρως καί νά ἐξασκηθῇ εἰς τά καθήκοντα ἅτινα ἔχει νά ἐκτελέσῃ, περιλαμβανομένων τῶν ὁδηγιῶν διά τόν χειρισμόν καί λειτουργίαν τῶν σωσιβίων σχεδιῶν ὅπου ὑπάρχουν τοιαῦται.

(δ) Τό σῆμα κινδύνου διά τήν συγκέντρωσιν τῶν ἐπιβατῶν εἰς τάς θέσεις συναγερμοῦ θά εἶναι ἑπτά ἤ πλείονες βραχεῖς διαδοχικοί συριγμοί ἀκολουθούμενοι ὑπό ἑνός μακροῦ συρίγματος διά τῆς συρίκτρας ἤ τῆς σειρῆνος. Εἰς ἐπιβατηγά πλοῖα, ἐξαιρέσει τῶν ἐκτελούντων βραχεῖς διεθνεῖς πλόας, θά συμπληροῦται δι' ἄλλων σημάτων τά ὁποῖα θά λειτουργοῦν ἠλεκτρικῶς καθ' ὅλον τό πλοῖον καί θά χειρίζωνται ἐκ τῆς γέφυρας. Ἡ ἔννοια τῶν διαφόρων σημάτων τῶν ἀφορώντων τούς ἐπιβάτας μετά ἀκριβῶν ὁδηγιῶν περί τοῦ τί ὀφείλουν νά πράξουν εἰς περίπτωσιν κινδύνου, θά ἐξηγῆται σαφῶς εἰς τήν κατάλληλον γλῶσσαν ἐπί πινακίδων ἀνηρτημένων ἐντός τῶν θαλαμίσκων αὐτῶν καί εἰς ἐμφανῆ μέρη ἐντός τῶν διαμερισμάτων ἐπιβατῶν.

ΜΕΡΟΣ Β - ΕΠΙΒΑΤΗΓΑ ΠΛΟΙΑ ΜΟΝΟΝ

Κανονισμός 27

Σωσίβιοι Λέμβοι, Σωσίβιοι Σχεδίαι καί Πλευστικαί Συσκευαί.

(α) Τά ἐπιβατηγά πλοῖα θά φέρουν δύο λέμβους ἀνηρτημένας εἰς ἐπωτίδας, ἀνά μίαν εἰς ἑκατέραν πλευράν τοῦ πλοίου, πρός χρῆσιν εἰς περίπτωσιν κινδύνου. Αἱ λέμβοι αὗται θά εἶναι ἐγκεκριμένου τύπου καί θά εἶναι μήκους οὐχί μεγαλυτέρου τῶν 8.1/2 μέτρων (ἤ 28 ποδῶν). Αὗται δύνανται νά ὑπολογίζωνται διά τούς σκοπούς τῶν παραγράφων (β) καί(γ) τοῦ παρόντος Κανονισμοῦ, ὑπό τήν πρόβλεψιν ὅτι πληροῦν ἐντελῶς τάς διά τάς σωσιβίους λέμβους ἀπαιτήσεις τοῦ παρόντος Κεφαλαίου, καί διά τούς σκοπούς τοῦ Κανονισμοῦ 8, ὑπό τήν πρόβλεψιν ὅτι ἐπιπροσθέτως πληροῦν ἐντελῶς τάς ἀπαιτήσεις τοῦ Κανονισμοῦ 9 καί τοῦ Κανονισμοῦ 14 ὅπου ἐφαρμόζονται αὗται. Θά τηροῦνται αὗται ἕτοιμαι πρός ἄμεσον χρῆσιν κατά τόν πλοῦν. Εἰς τά πλοῖα εἰς τά ὁποῖα αἱ ἀπαιτήσεις τῆς παραγράφου (η) τοῦ Κανονισμοῦ 29 ἐκπληροῦνται διά συσκευῶν αἱ ὁποῖαι ἐφαρμόζονται εἰς τάς πλευράς τῶν σωσιβίων λέμβων, αἱ τοιαῦται συσκευαί δέν θά ἀπαιτῆται νά ἐφαρμόζωνται εἰς τάς δύο λέμβους τάς προβλεπομένας διά τήν πλήρωσιν τῶν ἀπαιτήσεων τοῦ παρόντος Κανονισμοῦ.

(β) Τά ἐπιβατηγά πλοῖα τά ἐκτελοῦντα διεθνεῖς πλόας, οἵτινες δέν εἶναι βραχεῖς διεθνεῖς πλόες, θά φέρουν:

(ι) Σωσιβίους λέμβους εἰς ἑκατέραν πλευράν τοῦ πλοίου συνολικῆς χωρητικότητος τοιαύτης ὥστε νά παραλαμβάνουν τό ἥμισυ τοῦ ὁλικοῦ ἀριθμοῦ ἀτόμων τῶν ἐπιβαινόντων τοῦ πλοίου. Προβλέπεται ὅτι ἡ 'Αρχή δύναται νά ἐπιτρέψῃ τήν ἀντικατάστασιν σωσιβίων λέμβων διά σωσιβίων σχεδιῶν τῆς αὐτῆς ὁλικῆς χωρητικότητος, κατά τρόπον ὅμως τοιοῦτον ὥστε ὁ ἀριθμός τῶν σωσιβίων λέμβων εἰς ἑκατέραν πλευράν τοῦ πλοίου νά εἶναι πάντοτε ἐπαρκής ὅπως παραλαμβάνωνται τά 37½ τοῖς ἑκατόν ἁπάντων τῶν ἐπιβαινόντων τοῦ πλοίου.

(ιι) Σωσιβίους σχεδίας ὁλικῆς χωρητικότητος ἐπαρκοῦς νά παραλαμβάνουν 25 τοῖς ἑκατόν τοῦ ὁλικοῦ ἀριθμοῦ τῶν ἐπιβαινόντων τοῦ πλοίου, ὁμοῦ μέ πλευστικάς συσκευάς διά τά 3 τοῖς ἑκατόν τοῦ ἀριθμοῦ τούτου. Προβλέπεται ὅτι εἰς πλοῖα ἔχοντα συντελεστήν ὑποδιαιρέσεως ἴσον ἤ μικρότερον τοῦ 0,33, θά ἐπιτρέπεται ἀντί σωσιβίων σχεδιῶν διά τά 25 τοῖς ἑκατόν ὅλων τῶν ἐπιβαινόντων τοῦ πλοίου, νά φέρουν πλευστικάς συσκευάς διά τά 25 τοῖς ἑκατόν τοῦ ἀριθμοῦ τούτου.

(γ) (ι) 'Επιβατηγόν πλοῖον ἐκτελοῦν βραχεῖς διεθνεῖς πλόας, θά ἐφοδιάζεται διά ζευγῶν ἐπωτίδων συμφώνως πρός τό μῆκος αὐτοῦ ὡς καθορίζονται εἰς τήν στήλην Α τοῦ Κανονισμοῦ 28 τοῦ παρόντος Κεφαλαίου. 'Εφ' ἑκάστου ζεύγους ἐπωτίδων θά ἀνακρεμᾶται μία σωσίβιος λέμβος καί αἱ σωσίβιοι αὗται λέμβοι θά ἔχουν τοὐλάχιστον τήν ἐλαχίστην χωρητικότητα τήν ἀπαιτουμένην ὑπό τῆς στήλης Γ τοῦ Πίνακος ἤ τήν χωρητικότητα τήν ἀπαιτουμένην διά τήν ἐπιβίβασιν πάντων τῶν ἐπιβαινόντων τοῦ πλοίου, ἐάν αὕτη εἶναι μικροτέρα. Προβλέπεται ὅτι, ἐάν κατά τήν κρίσιν τῆς 'Αρχῆς δέν εἶναι πρακτικῶς δυνατόν καί εὔλογον νά τοποθετηθῇ ἐπί πλοίου ἐκτελοῦντος βραχεῖς διεθνεῖς πλόας, ὁ ἀριθμός τῶν ζευγῶν ἐπωτίδων τῶν ἀπαιτουμένων ὑπό τῆς στήλης Α τοῦ Πίνακος ἐν τῷ Κανονισμῷ 28, ἡ 'Αρχή δύναται νά ἐπιτρέψῃ, ὑπό ἐξαιρετικάς συνθήκας, μικρότερον ἀριθμόν ἐπωτίδων ὑπό τόν ὅρον ὅτι ὁ ἀριθμός οὗτος οὐδέποτε θά εἶναι κατώτερος τοῦ ἐλαχίστου ἀριθμοῦ τοῦ ὁριζομένου ὑπό τῆς στήλης Β τοῦ Πίνακος, καί ὅτι ἡ ὁλική χωρητικότης τῶν ἐπί τοῦ πλοίου σωσιβίων λέμβων θά εἶναι τοὐλάχιστον ἴση πρός τήν ἐλαχίστην χωρητικότητα τήν ἀπαιτουμένην ὑπό τῆς στήλης Γ, ἤ πρός τήν χωρητικότητα τήν ἀπαιτουμένην διά τήν ἐπιβίβασιν πάντων τῶν ἐπί τοῦ πλοίου ἐπιβαινόντων, ἐάν αὕτη εἶναι μικροτέρα.

(ιι) 'Εάν αἱ οὕτω προβλεπόμεναι σωσίβιοι λέμβοι δέν ἐπαρκοῦν ὅπως παραλαμβάνουν πάντας τούς ἐπιβαίνοντας τοῦ πλοίου, θά προβλέπωνται ἐπιπρόσθετοι σωσίβιοι λέμβοι ὑπό ἐπωτίδας ἤ σωσίβιοι σχεδίαι εἰς τρόπον ὥστε αἱ σωσίβιοι σχεδίαι νά ἐπαρκοῦν διά πάντας τούς ἐπιβαίνοντας τοῦ πλοίου.

(ιιι) Παρά τάς διατάξεις τοῦ ἐδαφίου (ιι) τῆς παρούσης παραγράφου, εἰς πλοῖα ἐκτελοῦντα βραχεῖς διεθνεῖς πλόας, ὁ ἀριθμός τῶν ἐπιβαινόντων ἀτόμων δέν θά ὑπερβαίνῃ τήν ὁλικήν χωρητικότητα τῶν σωσιβίων λέμβων τῶν προβλεπομένων συμφώνως πρός τά ἐδάφια (ι) καί (ιι) τῆς παρούσης παραγράφου, ἐκτός ἐάν ἡ 'Αρχή θεωρῇ ὅτι τοῦτο καθίσταται ἀναγκαῖον ἐκ τοῦ ὄγκου τῆς ἐπιβατικῆς κινήσεως καί τότε μόνον, ἐάν τό πλοῖον πληροῖ τάς διατάξεις τῆς παραγράφου (δ) τοῦ Κανονισμοῦ 1 τοῦ Κεφαλαίου ΙΙ-1.

(ιv) "Οταν κατά τάς διατάξεις τοῦ ἐδαφίου (ιιι) τῆς παρούσης παραγράφου ἡ 'Αρχή ἔχῃ ἐπιτρέψει τήν μεταφοράν ἀριθμοῦ ἀτόμων μεγαλυτέρου τῆς χωρητικότητος τῶν σωσιβίων λέμβων καί ἔχει πεισθῆ ὅτι εἶναι πρακτικῶς ἀδύνατον εἰς τό πλοῖον τοῦτο νά στοιβαχθοῦν αἱ σωσίβιοι σχεδίαι αἱ φερόμεναι συμφώνως πρός τό ἐδάφιον (ιι) τῆς παρούσης παραγράφου δύναται νά ἐπιτρέψῃ μείωσιν τοῦ ἀριθμοῦ τῶν σωσιβίων λέμβων, ὑπό τούς κάτωθι ὅρους:

(1) 'Ο ἀριθμός τῶν σωσιβίων λέμβων, εἰς τήν περίπτωσιν πλοίων μήκους 58 μέτρων (ἤ 190 ποδῶν) καί ἄνω, οὐδέποτε θά εἶναι μικρότερος τῶν τεσσάρων, δύο ἐκ τῶν ὁποίων θά φέρωνται εἰς ἑκάστην πλευράν τοῦ πλοίου, καί εἰς τήν περίπτωσιν πλοίων μήκους μικροτέρου τῶν 58 μέτρων (ἤ 190 ποδῶν), οὐδέποτε θά εἶναι μικρότερος τῶν δύο, ἑκάστη τῶν ὁποίων θά φέρεται εἰς ἑκατέραν πλευράν τοῦ πλοίου, καί

(2) 'Ο ἀριθμός τῶν σωσιβίων λέμβων καί τῶν σωσιβίων σχεδιῶν θά εἶναι πάντοτε ἐπαρκής ὥστε νά ἐπιβιβάζεται ὁ ὁλικός ἀριθμός τῶν ἐπιβαινόντων τοῦ πλοίου ἀτόμων.

(v) Πᾶν ἐπιβατηγόν πλοῖον ἐκτελοῦν βραχεῖς διεθνεῖς πλόας θά φέρῃ ἐπιπροσθέτως πρός τάς σωσιβίους λέμβους καί σωσιβίους σχεδίας τάς ἀπαιτουμένας ὑπό τῶν διατάξεων τῆς παρούσης παραγράφου, σωσιβίους σχεδίας ἐπαρκεῖς νά παραλαμβάνουν τό 10 τοῖς ἑκατόν τοῦ ὁλικοῦ ἀριθμοῦ τῶν ἀτόμων διά τά ὁποῖα ὑπάρχει θέσις ἐντός τῶν σωσιβίων λέμβων τῶν φερομένων ἐπί τοῦ πλοίου τούτου.

(vι) Πᾶν ἐπιβατηγόν πλοῖον ἐκτελοῦν βραχεῖς διεθνεῖς πλόας θά φέρῃ ἐπίσης πλευστικάς συσκευάς διά τά 5 τοῖς ἑκατόν τοὐλάχιστον τοῦ ὁλικοῦ ἀριθμοῦ τῶν ἐπιβαινόντων τοῦ πλοίου ἀτόμων.

(vιι) 'Η 'Αρχή δύναται νά ἐπιτρέπῃ εἰς ὡρισμένα πλοῖα ἤ κατηγορίας πλοίων, ἔχοντα πιστοποιητικά βραχέος διεθνοῦς πλοῦ, νά ἐκτελοῦν πλόας ἄνω τῶν 600 μιλίων, ἀλλά μή ὑπερβαίνοντα τά 1200 μίλια, ἐάν τά πλοῖα ταῦτα πληροῦν τάς διατάξεις τῆς παραγράφου (δ) τοῦ Κανονισμοῦ 1 τοῦ Κεφαλαίου ΙΙ-1, ἐάν φέρουν σωσιβίους λέμβους αἵτινες δύνανται νά παραλάβουν τά 75 τοῖς ἑκατόν τῶν ἐπιβαινόντων τοῦ πλοίου ἀτόμων καί συμμορφοῦνται κατά τά ἄλλα πρός τάς διατάξεις τῆς παρούσης παραγράφου.

Κανονισμός 28

Πίναξ 'Επωτίδων καί Χωρητικότητος Σωσιβίων Λέμβων διά Πλοῖα 'Εκτελοῦντα Βραχεῖς Διεθνεῖς Πλόας

'Ο κατωτέρω πίναξ καθορίζει συναρτήσει τοῦ μήκους τοῦ πλοίου:

(Α) Τόν ἐλάχιστον ἀριθμόν ζευγῶν ἐπωτίδων, τῶν προβλεπομένων ἐπί πλοίου ἐκτελοῦντος βραχεῖς διεθνεῖς πλόας, εἰς ἕκαστον τῶν ὁποίων δέον νά ἀνακρεμᾶται μία σωσίβιος λέμβος συμφώνως πρός τόν Κανονισμόν 27 τοῦ παρόντος Κεφαλαίου.

(Β) Τόν μικρότερον ἀριθμόν ζευγῶν ἐπωτίδων ὅστις δύναται ἐξαιρετικῶς νά ἐπιτραπῇ εἰς πλοῖον ἐκτελοῦν βραχεῖς διεθνεῖς πλόας ὑπό τούς ὅρους τοῦ Κανονισμοῦ 27, καί

(Γ) Τήν ἐλαχίστην χωρητικότητα σωσιβίων λέμβων τήν ἀπαιτουμένην διά πλοῖον ἐκτελοῦν βραχεῖς διεθνεῖς πλόας.

Μῆκος καταμετρήσεως τοῦ πλοίου		(Α) Ἐλάχιστος αριθμός ζευγῶν ἐπωτίδων	(Β) Μικρότερος ἀριθμός ζευγῶν ἐπωτίδων ἐξαιρετικῶς ἐπιτρεπόμενος	(Γ) Ἐλαχίστη χωρητικότης σωσιβίων λέμβων	
Μέτρα	Πόδες			Κυβικά μέτρα	Κυβικοί πόδες
31 καί μέχρι 37	100 καί μέχρι 120	2	2	11	400
37 » 43	120 » 140	2	2	18	650
43 » 49	140 » 160	2	2	26	900
49 » 53	160 » 175	3	3	33	1,150
53 » 58	175 » 190	3	3	38	1,350
58 » 63	190 » 205	4	4	44	1,550
63 » 67	205 » 220	4	4	50	1,750
67 » 70	220 » 230	5	4	52	1,850
70 » 75	230 » 245	5	4	61	2,150
75 » 78	245 » 255	6	5	68	2,400
78 » 82	255 » 270	6	5	76	2,700
82 » 87	270 » 285	7	5	85	3,000
87 » 91	285 » 300	7	5	94	3,300
91 » 96	300 » 315	8	6	102	3,600
96 » 101	315 » 330	8	6	110	3,900
101 » 107	330 » 350	9	7	122	4,300
107 » 113	350 » 370	9	7	135	4,750
113 » 119	370 » 390	10	7	146	5,150
119 » 125	390 » 410	10	7	157	5,550
125 » 133	410 » 435	12	9	171	6,050
133 » 140	435 » 460	12	9	185	6,550
140 » 149	460 » 490	14	10	202	7,150
149 » 159	490 » 520	14	10	221	7,800
159 » 168	520 » 550	16	12	238	8,400

Σημείωσις ἐπί (Γ): Ὅταν τό μῆκος τοῦ πλοίου εἶναι μικρότερον τῶν 31 μέτρων (ἤ 100 ποδῶν) ἤ μεγαλύτερον τῶν 168 μέτρων (ἤ 550 ποδῶν), ὁ ἐλάχιστος ἀριθμός ζευγῶν ἐπωτίδων καί ἡ κυβική χωρητικότης τῶν σωσιβίων λέμβων θά καθορίζεται ὑπό τῆς Ἀρχῆς.

Κανονισμός 29

Στοιβασία καί Χειρισμός Σωσιβίων Λέμβων, Σωσιβίων Σχεδιῶν καί Πλευστικῶν Συσκευῶν

(α) Αἱ σωσίβιοι λέμβοι καί αἱ σωσίβιοι σχεδίαι θά στοιβάζωνται πρός ἱκανοποίησιν τῆς Ἀρχῆς κατά τοιοῦτον τρόπον, ὥστε:

(ι) Νά δύνανται ἅπασαι νά καθαιροῦνται ἐντός τοῦ βραχυτάτου δυνατοῦ χρόνου καί οὐχί μεγαλυτέρου τῶν 3ι επτῶν.

(ιι) Νά μή παρεμποδίζουν κατ' οὐδένα τρόπον τόν ταχύν χειρισμόν τῶν ἄλλων σωσιβίων λέμβων, σωσιβίων σχεδιῶν ἤ πλευστικῶν συσκευῶν ἤ τήν συγκέντρωσιν τῶν ἐπιβαινόντων τοῦ πλοίου ἀτόμων εἰς τάς θέσεις καθαιρέσεως ἤ τήν ἐπιβίβασιν αὐτῶν.

(ιιι) Αἱ σωσίβιοι λέμβοι καί αἱ σωσίβιοι σχεδίαι διά τάς ὁποίας ἀπαιτοῦνται νά ὑπάρχουν ἐγκεκριμένα μέσα καθαιρέσεως, θά δύνανται νά καθαιροῦνται εἰς τήν θάλασσαν ἔμφορτοι μετά τοῦ πλήρους αὐτῶν φόρτου ἀτόμων καί τῶν ἐφοδίων, ἀκόμη καί ὑπό δυσμενεῖς συνθήκας διαγω ῆς τοῦ πλοίου καί ὑπό κλίσιν 15 μοιρῶν πρός οἱανδήποτε πλευράν, καί

(ιν) Αἱ σωσίβιοι σχεδίαι διά τάς ὁποίας δέν ἀπαιτοῦνται νά ὑπάρχουν ἐγκεκριμένα μέσα καθαιρέσεως καί αἱ πλευστικαί συσκευαί, θά δύνανται νά καθαιροῦνται εἰς τήν θάλασσαν ἀκόμη καί ὑπό δυσμενεῖς συνθήκας διαγωγῆς τοῦ πλοίου καί ὑπό κλίσιν 15 μοιρῶν πρός οἱανδήποτε πλευράν

(β) Πᾶσα σωσίβιος λέμβος θά ἀνακρεμᾶται εἰς χωριστόν ζεῦγος ἐπωτίδων.

(γ) Αἱ σωσίβιοι λέμβοι δύνανται νά στοιβάζωνται εἰς πλείονα τοῦ ἑνός καταστρώματα μόνον ἐάν λαμβάνωνται κατάλληλα μέτρα ὥστε νά ἀποφεύγεται ὅπως αἱ σωσίβιοι λέμβοι κατωτέρου καταστρώματος ἐμποδίζωνται ὑπό τῶν στοιβαζομένων ἐπί τοῦ ὑπερκειμένου καταστρώματος.

(δ) Αἱ σωσίβιοι λέμβοι καί αἱ σωσίβιοι σχεδίαι, διά τάς ὁποίας ἀπαιτοῦνται ἐγκεκριμένα μέσα καθαιρέσεως, δέν θά τοποθετοῦνται εἰς τήν πρώραν τοῦ πλοίου. Θά τοποθετοῦνται εἰς τοιαύτας θέσεις ὥστε νά ἐπιτυγχάνεται ἡ ἀσφαλής καθαίρεσις, διδομένης εἰδικῆς προσοχῆς εἰς τήν ἀπομάκρυνσιν ἀπό τάς ἕλικας καί ἀπό τά μέ ἀπότομον κλίσιν ὑπερεξέχοντα τμήματα τοῦ πρυμναίου μέρους τοῦ σκάφους.

(ε) Αἱ ἐπωτίδες θά εἶναι ἐγκεκριμένου τύπου καί καταλλήλως τοποθετημέναι πρός ἱκανοποίησιν τῆς Ἀρχῆς. Θά εἶναι διατεταγμέναι ἐπί ἑνός ἤ περισσοτέρων καταστρωμάτων κατά τοιοῦτον τρόπον ὥστε αἱ ὑπ' αὐτάς σωσίβιοι λέμβοι νά δύνανται νά καθαιροῦνται μετ' ἀσφαλείας χωρίς νά παρεμποδίζεται ὁ χειρισμός τῶν ἄλλων ἐπωτίδων.

(στ) Αἱ ἐπωτίδες θά εἶναι ὡς ἀκολούθως:

(ι) Τύπου προσαγωγῆς ἤ τύπου βαρύτητος διά τόν χειρισμόν σωσιβίων λέμβων βάρους οὐχί μεγαλυτέρου τῶν 2.300 χιλιογράμμων (ἤ 2¼ τόννων) εἰς κατάστασιν ἀνακρεμάσεως αὐτῶν,

(ιι) Τύπου βαρύτητος διά τόν χειρισμόν σωσιβίων λέμβων βάρους μεγαλυτέρου τῶν 2.300 χιλιογράμμων (ἤ 2¼ τόννων) εἰς τήν κατάστασιν ἀνακρεμάσεως αὐτῶν.

(ζ) Αἱ ἐπωτίδες, τά ἀγόμενα, τά σύσπαστα καί ὁ λοιπός ἐξαρτισμός θά εἶναι τοιαύτης ἀντοχῆς ὥστε αἱ σωσίβιοι λέμβοι νά δύνανται νά ἀνακρεμῶνται ἐπηνδρωμέναι διά τοῦ πληρώματος καθαιρέσεως καί κατόπιν νά καθαιροῦνται ἀσφαλῶς μετά πλήρους φόρτου ἐπιβαινόντων καί ἐξοπλισμοῦ, ὑπό κλίσιν πλοίου 15 μοιρῶν πρός οἱανδήποτε πλευράν καί ὑπό γωνίαν διαγωγῆς 10 μοιρῶν.

(η) Θά προβλέπωνται πέδιλα ἤ ἄλλα κατάλληλα μέσα πρός διευκόλυνσιν τῆς καθαιρέσεως ὑπό κλίσιν 15 μοιρῶν.

(θ) Θά προβλέπωνται μέσα διά τήν παραβολήν τῶν σωσιβίων λέμβων εἰς τήν πλευράν τοῦ πλοίου καί τήν συγκράτησιν αὐτῶν ἵνα οἱ ἐπιβάται δύνανται νά ἐπιβιβάζωνται μετ' ἀσφαλείας.

(ι) Αἱ σωσίβιοι λέμβοι καθώς καί αἱ λέμβοι κινδύνου αἱ ἀπαιτούμεναι ὑπό τοῦ Κανονισμοῦ 27 τοῦ παρόντος Κεφαλαίου, θά ἐξυπηρετοῦνται δι' ἀγομένων συρματοσχοίνων ὡς καί διά βαρούλκων ἐγκεκριμένου τύπου, ἅτινα εἰς τήν περίπτωσιν τῶν λέμβων κινδύνου θά εἶναι ἱκανά διά τήν ταχεῖαν ἀνολκήν τῶν λέμβων τούτων. Ἐξαιρετικῶς ἡ Ἀρχή δύναται νά ἐπιτρέψῃ ἀγόμενα σχοινία μανίλλας ἤ ἀγόμενα ἐξ ἄλλου ἐγκεκριμένου ὑλικοῦ μετά ἤ ἄνευ βαρούλκων (ἐξαιρέσει τῶν λέμβων κινδύνου διά τάς ὁποίας ἀπαιτεῖται νά ἐξυπηρετοῦνται διά βαρούλκων τά ὁποῖα θά εἶναι ἱκανά διά τήν ταχεῖαν ἀνολκήν τῶν λέμβων τούτων) ὅταν κρίνῃ ὅτι τά ἀγόμενα σχοινία μανίλλας ἤ ἀγόμενα ἐξ ἄλλου ἐγκεκριμένου ὑλικοῦ εἶναι κατάλληλα.

(ια) Δύο τουλάχιστον σωσίβια σχοινία θά είναι προσδεδεμένα εἰς τά ἄκρα τῶν ἐπωτίδων καί τά ἀγόμενα ὡς καί τά σωσίβια σχοινία θά εἶναι μήκους ἐπαρκοῦς ὥστε νά φθάνουν μέχρι τῆς θαλάσσης ὅταν τό πλοῖον ἔχῃ τό ἐλάχιστον αὐτοῦ ἐν θαλάσσῃ βύθισμα καί ὑπό κλίσιν 15 μοιρῶν πρός οἱανδήποτε πλευράν. Οἱ κατώτεροι τρόχιλοι τῶν ἀγομένων θά εἶναι ἐφωδιασμένοι διά καταλλήλου δακτυλίου ἤ δι᾿ ἐπιμήκους κρίκου διά τήν ἀγκύστρωσιν εἰς τούς κόρακας τῆς ἀρτάνης ἐκτός ἐάν ὑπάρχῃ ἐγκεκριμένος τύπος ἀπελευθερωτικῆς ἀρτάνης.

(ιβ) Ὅταν ὑπάρχουν μηχανοκίνητα μέσα διά τήν ἀνολκήν τῶν λέμβων, θά προβλέπεται ἐπίσης ἱκανός χειροκίνητος μηχανισμός. Ὅταν αἱ ἐπωτίδες ἀνέλκωνται διά μηχανοκινήτου λειτουργίας τῶν ἀγομένων, θά προβλέπωνται μέσα ἀσφαλείας τά ὁποῖα θά διακόπτουν αὐτομάτως τόν κινητῆρα πρίν αἱ ἐπωτίδες φθάσουν εἰς τούς ἀναστολεῖς πρός τόν σκοπόν ἀποφυγῆς ὑπερεντάσεων ἐπί τῶν συρματοσχοίνων ἤ τῶν ἐπωτίδων.

(ιγ) Αἱ ἐξηρτημέναι ἐκ τῶν ἐπωτίδων σωσίβιοι λέμβοι θά ἔχουν τά ἀγόμενα αὐτῶν ἕτοιμα πρός χρῆσιν καί θά ἔχουν ληφθῇ μέτρα διά τήν ταχεῖαν, ἀλλ᾿ οὐχί ἀπαραιτήτως σύγχρονον ἀπαγκίστρωσιν τῶν σωσιβίων λέμβων ἐκ τῶν ἀγομένων. Τό σημεῖον ἐξαρτήσεως τῶν σωσιβίων λέμβων ἐκ τῶν ἀγομένων θά εἶναι εἰς τοιοῦτον ὕψος ἄνωθεν τῆς κουπαστῆς, ὥστε νά ἐξασφαλίζεται ἡ εὐστάθεια τῶν σωσιβίων λέμβων κατά τήν καθαίρεσιν αὐτῶν.

(ιδ) (ι) Εἰς ἐπιβατηγά πλοῖα ἐκτελοῦντα διεθνεῖς πλόας, οἵτινες δέν εἶναι βραχεῖς διεθνεῖς πλόες, εἰς τά ὁποῖα φέρονται σωσίβιοι λέμβοι καί σωσίβιοι σχεδίαι συμφώνως πρός τό ἐδάφιον (β) (ι) τοῦ Κανονισμοῦ 27 τοῦ παρόντος Κεφαλαίου, θά προβλέπωνται ἐγκεκριμένα μέσα καθαιρέσεως, ἐπαρκῆ εἰς ἀριθμόν, κατά τήν κρίσιν τῆς Ἀρχῆς, ἐπιτρέποντα ὥστε, ὁ ἀριθμός τῶν σωσιβίων σχεδιῶν ἐκείνων αἵτινες ὁμοῦ μετά τῶν σωσιβίων λέμβων ἀπαιτοῦνται συμφώνως πρός τό ἐδάφιον τοῦτο νά παραλαμβάνουν ἅπαντας τούς ἐπιβαίνοντας τοῦ πλοίου, νά καθαιροῦνται εἰς τήν θάλασσαν ἔμφορτοι μέ τόν ἀριθμόν τῶν ἀτόμων τόν ὁποῖον ἐπιτρέπεται νά παραλαμβάνουν, ἐντός 30 λεπτῶν τό βραδύτερον ὑπό τάς συνθήκας ἠρέμου θαλάσσης. Τά οὕτω προβλεπόμενα μέσα καθαιρέσεως θά κατανέμωνται ὅσον εἶναι πρακτικῶς δυνατόν ἐξ ἴσου εἰς ἑκατέραν πλευράν τοῦ πλοίου καί δέν θά ὑπάρχει ὀλιγώτερον τοῦ ἑνός τοιούτου μέσου καθαιρέσεως εἰς ἑκάστην πλευράν. Δέν ἀπαιτεῖται, ἐν τούτοις, νά ὑφίστανται τοιαῦτα μέσα καθαιρέσεως διά τάς ἐπιπροσθέτους σωσιβίους σχεδίας τάς ἀπαιτουμένας ὑπό τοῦ ἐδαφίου (β) (ι) τοῦ Κανονισμοῦ 27 τοῦ παρόντος Κεφαλαίου διά τά 25 τοῖς ἑκατόν τοῦ ἀριθμοῦ ἁπάντων τῶν ἐπιβαινόντων ἀτόμων, ἀλλά πᾶσα σωσίβιος σχεδία ἥτις φέρεται συμφώνως πρός τό ἐδάφιον τοῦτο, θά πρέπει ὅταν προβλέπεται διά τό πλοῖον ἐγκεκριμένον μέσον καθαιρέσεως, νά εἶναι τύπου τοιούτου, ὥστε νά δύναται, νά καθαιρῆται διά τοῦ ἐν λόγῳ μέσου.

(ιι) Εἰς ἐπιβατηγά πλοῖα ἐκτελοῦντα βραχεῖς διεθνεῖς πλόας, ὁ προβλεπόμενος ἀριθμός τῶν ἐγκεκριμένων μέσων καθαιρέσεως θά ἀφίεται εἰς τήν κρίσιν τῆς Ἀρχῆς. Ὁ ἀριθμός τῶν σωσιβίων σχεδιῶν ὁ προβλεπόμενος δι᾿ ἕκαστον τοιοῦτον μέσον καθαιρέσεως δέν θά εἶναι μεγαλύτερος τοῦ ἀριθμοῦ τῶν σωσιβίων σχεδιῶν, αἵτινες, κατά τήν κρίσιν τῆς Ἀρχῆς, δύνανται νά καθαιροῦνται διά τοῦ μέσου τούτου ἐντός 30 λεπτῶν, ἔμφορτοι μέ τόν ἀριθμόν τῶν ἀτόμων ἅτινα ἐπιτρέπεται νά φέρουν καί ὑπό συνθήκας ἠρέμου θαλάσσης.

Κανονισμός 30

Φωτισμός Καταστρωμάτων, Σωσιβίων Λέμβων, Σωσιβίων Σχεδιῶν κ.λ.π.

(α) Θά προβλέπεται ἠλεκτρικόν ἤ ἰσοδύναμον σύστημα φωτισμοῦ ἐπαρκοῦς διά πάσας τάς ἀπαιτήσεις ἀσφαλείας εἰς τά διάφορα μέρη ἑνός ἐπιβατηγοῦ πλοίου καί ἰδιαιτέρως εἰς τά καταστρώματα ἐπί τῶν ὁποίων στοιβάζονται αἱ σωσίβιοι λέμβοι καί αἱ σωσίβιοι σχεδίαι. Ἡ αὐτόνομος πηγή ἠλεκτρικῆς ἐνεργείας κινδύνου ἡ ἀπαιτουμένη ὑπό τοῦ Κανονισμοῦ 25 τοῦ Κεφαλαίου ΙΙ-1 θά εἶναι ἱκανή νά τροφοδοτῇ, ὅταν ὑπάρχῃ ἀνάγκη, τό φωτιστικόν τοῦτο σύστημα καθώς ἐπίσης τόν φωτισμόν τόν ἀπαιτούμενον ὑπό τῶν ἐδαφίων (α) (ιι), β(ιι) καί (β) (ιιι) τοῦ Κανονισμοῦ 19 τοῦ παρόντος Κεφαλαίου.

(β) Ἡ ἔξοδος ἐκ παντός κυρίου διαμερίσματος καταλαμβανομένου ὑπό ἐπιβατῶν ἤ πληρώματος θά φωτίζεται συνεχῶς ὑπό λυχνίας κινδύνου. Ἡ τροφοδότησις τῶν λυχνιῶν τούτων κινδύνου θά ἔχῃ τοιαύτην διάταξιν ὥστε νά τροφοδοτοῦνται αὗται ἐκ τῆς πηγῆς ἠλεκτρικῆς ἐνεργείας κινδύνου, τῆς ἀναφερομένης εἰς τήν παράγραφον (α) τοῦ παρόντος Κανονισμοῦ, εἰς περίπτωσιν διακοπῆς τῆς κυρίας πηγῆς ἠλεκτρικῆς ἐνεργείας τοῦ πλοίου.

Κανονισμός 31

Ἐπάνδρωσις Σωσιβίων Λέμβων καί Σωσιβίων Σχεδιῶν

(α) Εἷς ἀξιωματικός καταστρώματος ἤ ὁ εἰδικευμένος ἀνήρ σωσιβίου λέμβου εἶναι ὑπεύθυνος ἑκάστης σωσιβίου λέμβου, καθώς ἐπίσης θά ὁρίζεται καί εἷς δεύτερος ὡς ἀναπληρωτής. Ὁ ἐπιφορτισμένος θά ἔχῃ πίνακα τοῦ πληρώματος τηξ σωσιβίου λέμβου καί θά ἐξακριβώνῃ ὅτι οἱ ὑπό τάς διαταγάς του ἄνδρες ἔχουσι γνῶσιν τῶν διαφόρων καθηκόντων των.

(β) Εἷς ἱκανός χειριστής τοῦ κινητῆρος θά ὁρίζεται εἰς ἑκάστην μηχανοκίνητον σωσίβιον λέμβον.

(γ) Εἷς ἱκανός χειριστής τῶν ἐγκαταστάσεων τῆς ραδιοτηλεγραφικῆς συσκευῆς καί τοῦ προβολέως θά ὁρίζεται εἰς ἑκάστην σωσίβιον λέμβον φέρουσαν τά ἐφόδια ταῦτα.

(δ) Εἷς ἀνήρ πεπειραμένος εἰς τόν χειρισμόν καί τήν λειτουργίαν τῶν σωσιβίων σχεδιῶν θά ὁρίζεται δι᾿ ἑκάστην φερομένην σωσίβιον σχεδίαν, ἐξαιρέσει ὅταν ἐπί τῶν πλοίων τῶν ἐκτελούντων βραχεῖς διεθνεῖς πλόας ἡ Ἀρχή πεισθῇ ὅτι τοῦτο δέν εἶναι πρακτικῶς δυνατόν.

Κανονισμός 32

Εἰδικευμένοι Ἄνδρες Σωσιβίων Λέμβων.

(α) Εἰς τά ἐπιβατηγά πλοῖα θά ὑπάρχῃ δι᾿ ἑκάστην φερομένην σωσίβιον λέμβον κατ᾿ ἐφαρμογήν τοῦ παρόντος Κεφαλαίου, ἀριθμός ἀνδρῶν σωσιβίων λέμβων τουλάχιστον ἴσος πρός τόν καθοριζόμενον ὑπό τοῦ κατωτέρω πίνακος:

Καθορισθείς ἀριθμός ἀτόμων σωσιβίου λέμβου	Ὁ ἐλάχιστος ἀριθμός τῶν εἰδικευμένων ἀνδρῶν σωσιβίων λέμβων θά εἶναι
Ὀλιγώτερα τῶν 41 ἀτόμων	2
Ἀπό 41 μέχρι 61 ἀτόμων	3
Ἀπό 62 μέχρι 85 ἀτόμων	4
Ἄνω τῶν 85 ἀτόμων	5

(β) Ἡ κατανομή τῶν εἰδικευμένων ἀνδρῶν σωσιβίων λέμβων ἐπαφίεται εἰς τήν κρίσιν τοῦ πλοιάρχου.

(γ) Τό πτυχίον ἱκανότητος θά ἐκδίδεται κατ' ἐξουσιοδότησιν τῆς 'Αρχῆς. Πρός ἀπόκτησιν τοῦ πτυχίου τούτου, ὁ ὑποψήφιος δέον νά ἀποδείξῃ, ὅτι ἐξεπαιδεύθη εἰς πάντας τούς χειρισμούς τούς σχετιζομένους μέ τήν καθαίρεσιν τῶν σωσιβίων λέμβων, καί τῶν ἄλλων σωστικῶν μέσων, καί εἰς τόν χειρισμόν τῶν κωπῶν καί τῶν μηχανισμῶν προώσεως, ὅτι εἶναι ἐνήμερος τοῦ πρακτικοῦ χειρισμοῦ τῶν σωσιβίων λέμβων καί τῶν ἄλλων σωσιβίων ἐφοδίων καί ἐπί πλέον ὅτι εἶναι ἱκανός νά ἐννοῇ καί νά ἐκτελῇ τάς διαταγάς τάς σχετικάς πρός ἅπαντα τά εἴδη τῶν σωματικῶν μέσων.

Κανονισμός 33

Πλευστικαί Συσκευαί.

(α) Οὐδείς τύπος πλευστικῆς συσκευῆς θά ἐγκρίνεται ἐάν δέν πληροῖ τούς κάτωθι ὅρους:

(ι) Νά εἶναι τοιούτου μεγέθους καί τοιαύτης ἀντοχῆς ὥστε νά δύναται νά ριφθῇ εἰς τό ὕδωρ ἀπό τῆς θέσεως στοιβασίας αὐτῆς χωρίς νά ὑποστῇ βλάβην.

(ιι) Νά μήν ὑπερβαίνῃ τά 180 χιλιόγραμμα (ἤ 400 λίβρας) εἰς βάρος, ἐκτός ἐάν διατίθενται κατάλληλα μέσα, ἱκανοποιοῦντα τήν 'Αρχήν, διά τήν καθαίρεσιν ταύτης χωρίς τήν ἀνάγκην ἄρσεως διά τῶν χειρῶν.

(ιιι) Νά εἶναι ἐξ ὑλικῶν καί κατασκευῆς ἐγκεκριμένων.

(ιν) Νά εἶναι εὔχρηστος καί εὐσταθής μέ οἱανδήποτε ὄψιν καί ἄν ἐπιπλέῃ.

(ν) Τά ἀεροκιβώτια ἤ οἱ ἰσοδύναμοι πλωτῆρες νά τοποθετοῦνται ὅσον τό δυνατόν ἐγγύτερον πρός τάς πλευράς τῆς συσκευῆς καί ἡ πλειστότης νά μή ἐξαρτᾶται ἐκ τῆς ἐμφυσήσεως.

(νι) Νά ἐφοδιάζεται διά πεισματίου καί νά ἔχῃ γύρωθεν ἐξωτερικῶς χαλαρόν ρυμάτιον καλῶς προσδεδεμένον.

(β) 'Ο ἀριθμός τῶν ἀτόμων διά τά ὁποῖα μία πλευστική συσκευή ἔχει ἐγκριθῆ θά εἶναι ὁ μικρότερος τῶν δύο κατωτέρω ἀριθμῶν:

(ι) Τοῦ λαμβανομένου ἐκ τῆς διαιρέσεως τοῦ ἀριθμοῦ τῶν χιλιογράμμων σιδήρου τά ὁποῖα δύναται νά βαστάζῃ ἐντός γλυκέος ὕδατος διά τοῦ 14,5 (ἤ τοῦ ἀριθμοῦ τῶν λιβρῶν διαιρουμένου διά 32).

(ιι) Τοῦ ἀριθμοῦ τῶν χιλιοστομέτρων τῆς περιμέτρου διαιρουμένου διά 305 (ἤ τοῦ ἀριθμοῦ τῶν ποδῶν τῆς περιμέτρου).

Κανονισμός 34

'Αριθμός φερομένων Κυκλικῶν Σωσιβίων.

'Ο ἐλάχιστος ἀριθμός τῶν κυκλικῶν σωσιβίων διά τῶν ὁποίων θά ἐφοδιάζωνται τά ἐπιβατηγά πλοῖα θά καθορίζεται διά τοῦ ἑπομένου πίνακος:

Μῆκος Πλοίου		'Ελάχιστος ἀριθμός
Εἰς μέτρα	Εἰς πόδας	κυκλικῶν σωσιβίων
Κάτω τῶν 61	Κάτω τῶν 200	8
61 καί κάτω τῶν 122	200 καί κάτω τῶν 400	12
122 καί κάτω τῶν 183	400 καί κάτω τῶν 600	18
183 καί κάτω τῶν 244	600 καί κάτω τῶν 800	24
244 καί ἄνω	800 καί ἄνω	30

ΜΕΡΟΣ Γ' — ΦΟΡΤΗΓΑ ΠΛΟΙΑ ΜΟΝΟΝ

Κανονισμός 35

'Αριθμός καί Χωρητικότης Σωσιβίων Λέμβων καί Σωσιβίων Σχεδιῶν

(α) (ι) Ἕκαστον φορτηγόν πλοῖον, ἐξαιρέσει τῶν πλοίων τῶν χρησιμοποιουμένων ὡς ἐργαστάσια φαλαινοθηρίας, τῶν πλοίων - ἐργοστασίων ἐπεξεργασίας ἤ κονσεοβοποιΐας τῶν ἰχθύων καί τῶν πλοίων τῶν χρησιμοποιουμένων διά τήν μεταφοράν τοῦ ἀπασχολουμένου εἰς τήν φαλαινοθηρίαν καί τάς βιομηχανίας ἐπεξεργασίας ἤ κονσερβοποιΐας τῶν ἰχθύων προσωπικοῦ, θά φέρῃ σωσιβίους λέμβους εἰς ἑκατέραν πλευράν τοῦ πλοίου, τοιαύτης ὁλικῆς χωρητικότητος, ὥστε νά παραλαμβάνουν πάντας τούς ἐπιβαίνοντας τοῦ πλοίου καί ἐπιπροσθέτως θά φέρουν σωσιβίους σχεδίας ἐπαρκεῖς νά παραλαμβάνουν τό ἥμισυ τοῦ ἀριθμοῦ τούτου.

Προβλέπεται ὅτι εἰς τήν περίπτωσιν τοιούτων φορτηγῶν πλοίων ἐκτελούντων διεθνεῖς πλόας μεταξύ γειτονικῶν χωρῶν, ἡ 'Αρχή δύναται, ἐάν πεισθῇ ὅτι αἱ συνθῆκαι τοῦ ταξειδίου εἶναι τοιαῦται, ὥστε νά καθιστοῦν μή εὔλογον ἤ μή ἀναγκαίαν τήν ὑποχρεωτικήν ὕπαρξιν σωσιβίων σχεδιῶν, ν'ἀπαλλάξῃ ἀντιστοίχως ὡρισμένα πλοῖα ἤ κατηγορίας πλοίων τῆς ἀπαιτήσεως ταύτης.

(ιι) (1) Ὑπό τήν ἐπιφύλαξιν τῶν διατάξεων τοῦ ἐδαφίου (ιι) (2) τῆς παρούσης παραγράφου ἕκαστον δεξαμενόπλοιον 3.000 κ.ο.χ. καί ἄνω θά φέρῃ οὐχί ὀλιγωτέρας τῶν τεσσάρων σωσιβίων λέμβων, δύο τῶν ὁποίων θά φέρωνται εἰς τήν πρύμνην καί δύο εἰς τό μεσόστεγον, ἐξαιρέσει τῶν δεξαμενοπλοίων, τά ὁποῖα δέν φέρουν ὑπερκατασκευήν εἰς τό μέσον εἰς τά ὁποῖα ἅπασαι αἱ σωσίβιοι λέμβοι θά φέρωνται εἰς τήν πρύμνην.

(2) Εἰς ἕκαστον δεξαμενόπλοιον ὁλικῆς χωρητικότητος 3.000 κόρων καί ἄνω, τό ὁποῖον δέν φέρει ὑπερκατασκευήν εἰς τό μέσον δύναται ἡ 'Αρχή νά ἐπιτρέψῃ νά φέρῃ μόνον δύο σωσιβίους ζώνας, προϋποτιθεμένων ὅτι:

(αα) μία σωσίβιος λέμβος θά φέρεται εἰς τήν πρύμνην ἐπί ἑκατέρας πλευρᾶς τοῦ πλοίου,

(ββ) ἑκάστη τοιαύτη σωσίβιος λέμβος δέν θά ὑπερβαίνῃ τά 8,5 μέτρα (28 πόδας) μήκους.

(γγ) ἑκάστη τοιαύτη σωσίβιος λέμβος θά στοιβάζεται ὅσον εἶναι πρακτικῶς δυνατόν πρός πρῶραν, ἀλλά τόσον τοὐλάχιστον, ὥστε τό πρυμναῖον ἄκρον τῆς σωσιβίου λέμβου ν'ἀπέχῃ μίαν καί ἡμίσειαν φοράν τό μῆκος τῆς σωσιβίου λέμβου πρώραθεν τῆς ἕλικος,

(δ) ἑκάστη σωσίβιος λέμβος θά στοιβάζεται τόσον πλησιέστερον τῆς ἐπιφανείας τῆς θαλάσσης, ὅσον εἶναι ἀσφαλές καί πρακτικῶς δυνατόν.

(β) (ι) Ἕκαστον πλοῖον χρησιμοποιούμενον ὡς πλοῖον ἐργοστάσιον φαλαινοθηρίας, ὁμοίως τό χρησιμοποιούμενον ὡς πλοῖον-ἐργοστάσιον κατεργασίας ἤ κονσερβοποιΐας τῶν ἰχθύων καί ἕκαστον πλοῖον χρησιμοποιούμενον διά τήν μεταφοράν τοῦ ἀπασχολουμένου προσωπικοῦ εἰς τήν φαλαινοθηρίαν, τάς βιομηχανίας κατεργασίας ἤ κονσερβοποιΐας τῶν ἰχθύων θά πρέπει νά φέρῃ:

(1) Σωσιβίους λέμβους εἰς ἑκατέραν πλευράν, τοσαύτης ὁλικῆς χωρητι-

κότητος ὥστε νά παραλαμβάνουν τό ἥμισυ τοῦ ὁλικοῦ ἀριθμοῦ τῶν ἐπιβαινόντων τοῦ πλοίου. Προβλέπεται ὅτι, ἡ 'Αρχή δύναται νά ἐπιτρέψῃ τήν ἀντικατάστασιν τῶν σωσιβίων λέμβων διά σωσιβίων σχεδιῶν τῆς αὐτῆς ὁλικῆς χωρητικότητος, εἰς τρόπον ὅμως ὥστε νά ὑπάρχῃ πάντοτε εἰς ἑκατέραν πλευράν τοῦ πλοίου ἀριθμός σωσιβίων λέμβων ἐπαρκής νά παραλαμβάνῃ τά 37½ τοῖς ἑκατόν τοῦ ὁλικοῦ ἀριθμοῦ τῶν ἐπιβαινόντων τοῦ πλοίου.

(2) Σωσιβίους σχεδίας ἐπαρκοῦς ὁλικῆς χωρητικότητος ὥστε νά παραλαμβάνουν τό ἥμισυ τοῦ ὁλικοῦ ἀριθμοῦ τῶν ἐπιβαινόντων τοῦ πλοίου. Προβλέπεται ὅτι, ἐάν εἰς πλοῖα χρησιμοποιούμενα ὡς πλοῖα-ἐργοστάσια διά τήν ἐπεξεργασίαν ἤ κονσερβοποιΐαν τῶν ἰχθύων, δέν εἶναι πρακτικῶς δυνατόν νά φέρουν σωσιβίους λέμβους αἵτινες νά πληροῦν ἐντελῶς τάς ἀπαιτήσεις τοῦ παρόντος Κεφαλαίου, ἡ 'Αρχή δύναται νά ἐπιτρέψῃ ἀντ' αὐτῶν νά φέρουν ἄλλας λέμβους, αἵτινες ὅμως θά παραλαμβάνουν οὐχί ὀλιγώτερα ἄτομα τῶν ἀπαιτουμένων ὑπό τοῦ παρόντος Κανονισμοῦ καί θά ἔχουν τοὐλάχιστον τήν πλευστότητα καί τά ἐφόδια τά ἀπαιτούμενα ὑπό τοῦ παρόντος Κεφαλαίου διά τάς σωσιβίους λέμβους.

(ιι) Ἕκαστον πλοῖον χρησιμοποιούμενον ὡς πλοῖον-ἐργοστάσιον φαλαινοθηρίας, ἕκαστον πλοῖον χρησιμοποιούμενον ὡς ἐργοστάσιον ἐπεξεργασίας ἤ κονσερβοποιΐας τῶν ἰχθύων καί ἕκαστον πλοῖον χρησιμοποιούμενον εἰς τήν μεταφοράν τοῦ προσωπικοῦ τοῦ ἀπασχολουμένου εἰς τήν φαλαινοθηρίαν, εἰς τάς βιομηχανίας ἐπεξεργασίας ἤ κονσερβοποιΐας τῶν ἰχθύων, πρέπει νά φέρῃ δύο λέμβους, ἀνά μίαν εἰς ἑκατέραν πλευράν, πρός χρῆσιν εἰς περίπτωσιν κινδύνου. Αἱ λέμβοι αὗται θά εἶναι ἐγκεκριμένου τύπου καί δέν θά εἶναι μήκους μεγαλυτέρου τῶν 8½ μέτρων (ἤ 28 ποδῶν). Δύναται αὗται νά ὑπολογίζωνται διά τούς σκοπούς τῆς παρούσης παραγράφου ὑπό τόν ὅρον ὅτι θά πληροῦν ἐντελῶς τάς ἀπαιτήσεις διά σωσιβίους λέμβους τοῦ παρόντος Κεφαλαίου καί διά τούς σκοπούς τοῦ Κανονισμοῦ 8, ὑπό τόν ὅρον ὅτι, πληροῦν ἐπιπροσθέτως τάς ἀπαιτήσεις τοῦ Κανονισμοῦ 9 καί, ὅπου τοῦτο ἀπαιτεῖται, τοῦ Κανονισμοῦ 14. Θά τηροῦνται ἕτοιμοι πρός ἄμεσον χρῆσιν ὅταν τό πλοῖον εὑρίσκεται ἐν πλῷ. Εἰς πλοῖα εἰς τά ὁποῖα αἱ ἀπαιτήσεις τῆς παραγράφου (ζ) τοῦ Κανονισμοῦ 36 πληροῦνται μέσῳ συσκευῶν αἱ ὁποῖαι ἐφαρμόζονται εἰς τάς πλευράς τῶν σωσιβίων λέμβων, αἱ συσκευαί αὗται δέν θά ἀπαιτῆται νά τοποθετοῦνται εἰς τάς δύο λέμβους τάς προβλεπομένας εἰς ἐφαρμογήν τῶν ἀπαιτήσεων τοῦ παρόντος Κανονισμοῦ.

(γ) Ἕκαστον φορτηγόν πλοῖον, ἄνευ ὑπερκατασκευῆς εἰς τό μέσον, μήκους καταμετρήσεως 150 μέτρων (ἤ 492 ποδῶν) καί ἄνω θά φέρῃ, ἐπί πλέον τῶν σωσιβίων σχεδιῶν τῶν ἀπαιτουμένων ὑπό τῆς παραγράφου (α)(ι) τοῦ παρόντος Κανονισμοῦ, μίαν σωσίβιον σχεδίαν ἡ ὁποία θά στοιβάζεται τόσον περισσότερον πρός τήν πρῷραν, ὅσον εἶναι λογικόν καί πρακτικόν καί ἡ ὁποία θά δύναται νά παραλάβῃ τοὐλάχιστον ἕξ ἄτομα.

Κανονισμός 36

Ἐπωτίδες καί Διατάξεις Καθαιρέσεως

(α) Εἰς τά φορτηγά πλοῖα αἱ σωσίβιοι λέμβοι καί αἱ σωσίβιοι σχεδίαι θά στοιβάζωνται κατά τρόπον ἱκανοποιοῦντα τήν 'Αρχήν.

(β) 'Εκάστη σωσίβιος λέμβος θά ἀνακρεμᾶται εἰς χωριστόν ζεῦγος ἐπωτίδων.

(γ) Αἱ σωσίβιοι λέμβοι καί αἱ σωσίβιοι σχεδίαι διά τάς ὁποίας ἀπαιτοῦνται νά φέρωνται ἐγκεκριμένα μέσα καθαιρέσεως, δέον νά τοποθετοῦνται κατά προτίμησιν τό δυνατόν πλησιέστερον εἰς τούς χώρους ἐνδιαιτήσεως καί ὑπηρετικούς. Θά στοιβάζωνται εἰς τοιαύτας θέσεις ὥστε νά ἐπιτυγχάνεται ἡ ἀσφαλής καθαίρεσις, διδομένης εἰδικῆς προσοχῆς εἰς τήν ἀπομάκρυνσιν ἀπό τάς ἕλικας καί ἀπό τά μέ ἀπότομον κλίσιν ὑπερεξέχοντα τμήματα τοῦ σκάφους, πρός τόν σκοπόν ὅπως ἐξασφαλίζεται, ὅσον εἶναι πρακτικῶς δυνατόν, ἡ καθαίρεσις αὐτῶν ἀπό τῆς εὐθείας πλευρᾶς τοῦ πλοίου. 'Εάν τοποθετῶνται πλησίον τῆς πρῴρας τοῦ πλοίου θά στοιβάζωνται πρύμνηθεν τοῦ πρωραίου στεγανοῦ συγκρούσεως εἰς ἀσφαλῆ θέσιν καί ἐπί τοῦ σημείου τούτου ἡ 'Αρχή θά δίδῃ ἰδιαιτέραν προσοχήν εἰς τήν ἀντοχήν τῶν ἐπωτίδων.

(δ) Αἱ ἐπωτίδες θά εἶναι ἐγκεκριμένου τύπου καί θά εἶναι καταλλήλως τοποθετημέναι κατά τρόπον ἱκανοποιοῦντα τήν 'Αρχήν.

(ε) Εἰς τά δεξαμενόπλοια χωρητικότητος 1.600 κόρων καί ἄνω, εἰς πλοῖα χρησιμοποιούμενα ὡς πλοῖα-ἐργοστάσια φαλαινοθηρίας, εἰς πλοῖα χρησιμοποιούμενα ὡς πλοῖα-ἐργοστάσια ἐπεξεργασίας, ἤ κονσερβοποιΐας ἰχθύων καί εἰς πλοῖα χρησιμοποιούμενα διά τήν μεταφοράν τοῦ ἀπασχολουμένου προσωπικοῦ εἰς τήν φαλαινοθηρίαν, τάς βιομηχανίας ἐπεξεργασίας ἤ κονσερβοποιΐας τῶν ἰχθύων, ἅπασαι αἱ ἐπωτίδες θά εἶναι τύπου βαρύτητος. Εἰς τά ἄλλα πλοῖα αἱ ἐπωτίδες θά εἶναι ὡς ἀκολούθως:

(ι) Τύπου προσαγωγῆς ἤ τύπου βαρύτητος διά τόν χειρισμόν σωσιβίων λέμβων βάρους οὐχί μεγαλυτέρου τῶν 2.300 χιλιογράμμων (ἤ 2¼ τόννων) εἰς τήν κατάστασιν ἀνακρεμάσεως αὐτῶν.

(ιι) Τύπου βαρύτητος διά τόν χειρισμόν σωσιβίων λέμβων βάρους μεγαλυτέρου τῶν 2.300 χιλιογράμμων (ἤ 2¼ τόννων) εἰς τήν κατάστασιν ἀνακρεμάσεως αὐτῶν.

(στ) Αἱ ἐπωτίδες, τά ἀγόμενα, τά σύσπαστα καί ὁ λοιπός ἐξαρτισμός θά εἶναι τοιαύτης ἀντοχῆς ὥστε αἱ σωσίβιοι λέμβοι νά δύνανται νά ἀνακρεμῶνται ἐπηνδρωμέναι διά τοῦ πληρώματος καθαιρέσεως καί κατόπιν νά καθαιρῶνται ἀσφαλῶς μετά πλήρους φόρτου ἐπιβατῶν καί πληρώματος, ὑπό κλίσιν πλοίου 15 μοιρῶν πρός οἱανδήποτε πλευράν καί ὑπό γωνίαν διαγωγῆς 10 μοιρῶν.

(ζ) Θά προβλέπωνται πέδιλα ἤ ἄλλα κατάλληλα μέσα πρός διευκόλυνσιν τῆς καθαιρέσεως ὑπό κλίσιν 15 μοιρῶν.

(η) Θά προβλέπωνται μέσα διά τήν παραβολήν τῶν σωσιβίων λέμβων εἰς τήν πλευράν τοῦ πλοίου καί τήν συγκράτησιν αὐτῶν ἵνα οἱ ἐπιβάται δύνανται νά ἐπιβιβάζωνται μετ' ἀσφαλείας.

(θ) Αἱ σωσίβιοι λέμβοι καθώς καί αἱ λέμβοι κινδύνου αἱ ἀπαιτούμεναι ὑπό τοῦ ἐδαφίου (β)(ιι) τοῦ Κανονισμοῦ 35 τοῦ παρόντος Κεφαλαίου, θά ἐξυπηρετοῦνται δι' ἀγομένων συρματοσχοίνων, ὡς καί διά βαρούλκων ἐγκεκριμένου τύπου, ἅτινα εἰς τήν περίπτωσιν τῶν λέμβων κινδύνου θά εἶναι ἱκανά διά τήν ταχεῖαν ἀνολκήν τῶν λέμβων τούτων. 'Εξαιρετικῶς, ἡ 'Αρχή δύναται νά ἐπιτρέψῃ ἀγόμενα σχοινία μανίλλας ἤ ἀγόμενα ἐξ ἄλλου ἐγκεκριμένου ὑλικοῦ μετά ἤ ἄνευ βαρούλκων (ἐξαιρέσει τῶν λέμβων κινδύνου διά τάς ὁποίας ἀπαιτεῖται νά ἐξυπηρετοῦνται διά βαρούλκων ἱκανῶν διά τήν ταχεῖαν ἀνολκήν τῶν λέμβων τούτων), ὅταν κρίνῃ ὅτι τά ἀγόμενα σχοινία μανίλλας ἤ ἀγόμενα ἐξ ἄλλου ἐγκεκριμένου ὑλικοῦ εἶναι κατάλληλα.

(ι) Δύο τοὐλάχιστον σωσίβια σχοινία θά εἶναι προσδεδεμένα εἰς τά ἄκρα τῶν ἐπωτίδων καί τά ἀγόμενα καί τά σωσίβια σχοινία θά εἶναι ἐπαρκοῦς μήκους ὥστε νά φθά-

νουν μέχρι τῆς θαλάσσης ὅταν τό πλοῖον ἔχῃ τό ἐλάχιστον αὐτοῦ ἐν θαλάσσῃ βύθισμα καί ὑπό κλίσιν 15 μοιρῶν πρός οἱανδήποτε πλευράν. Οἱ κατώτεροι τρόχιλοι τῶν ἀγομένων θά εἶναι ἐφωδιασμένοι διά καταλλήλου δακτυλίου ἤ δι' ἐπιμήκους κρίκου διά τήν ἀγκίστρωσιν εἰς τούς κόρακας τῆς ἀρτάνης, ἐκτός ἐάν ὑπάρχῃ ἐγκεκριμένος τύπος ἀπελευθερωτικῆς ἀρτάνης.

(ια) Ὅταν ὑπάρχουν μηχανοκίνητα μέσα διά τήν ἀνολκήν τῶν λέμβων, θά προβλέπεται ἐπίσης ἱκανός χειροκίνητος μηχανισμός. Ὅταν αἱ ἐπωτίδες ἀνέλκωνται διά μηχανοκινήτου λειτουργίας τῶν ἀγομένων, θά προβλέπωνται μέσα ἀσφαλείας τά ὁποῖα θά διακόπτουν αὐτομάτως τόν κινητῆρα πρίν αἱ ἐπωτίδες φθάσουν εἰς τούς ἀναστολεῖς, πρός τόν σκοπόν ἀποφυγῆς ὑπερεντάσεων ἐπί τῶν ἀγομένων συρματοσχοίνων ἤ τῶν ἐπωτίδων.

(ιβ) Αἱ σωσίβιοι λέμβοι θά ἔχουν τά ἀγόμενα αὐτῶν ἕτοιμα πρός χρῆσιν καί θά ἔχουν ληφθῇ μέτρα διά τήν ταχεῖαν, ἀλλ' οὐχί ἀπαραιτήτως σύγχρονον ἀπαγκίστρωσιν τῶν σωσιβίων λέμβων ἐκ τῶν ἀγομένων.

Τό σημεῖον ἐξαρτήσεως τῶν σωσιβίων λέμβων ἐκ τῶν ἀγομένων θά εἶναι εἰς τοιοῦτον ὕψος ἄνωθεν τῆς κουπαστῆς ὥστε νά ἐξασφαλίζεται ἡ εὐστάθεια τῶν σωσιβίων λέμβων κατά τήν καθαίρεσιν αὐτῶν.

(ιγ) Εἰς τά πλοῖα τά χρησιμοποιούμενα ὡς πλοῖα-ἐργοστάσια φαλαινοθηρίας, τά πλοῖα τά χρησιμοποιούμενα ὡς πλοῖα-ἐργοστάσια ἐπεξεργασίας ἤ κονσερβοποιΐας ἰχθύων καί τά πλοῖα τά χρησιμοποιούμενα διά τήν μεταφοράν τοῦ ἀπασχολουμένου προσωπικοῦ εἰς τήν φαλαινοθηρίαν, τάς βιομηχανίας ἐπεξεργασίας ἤ κονσερβοποιΐας τῶν ἰχθύων, εἰς τά ὁποῖα φέρονται σωσίβιοι λέμβοι καί σωσίβιοι σχεδίαι συμφώνως πρός τό ἐδάφιον (ι)(2) τῆς παραγράφου (β) τοῦ Κανονισμοῦ 35, δέν ἀπαιτοῦνται ἐγκεκριμένα μέσα διά τήν καθαίρεσιν τῶν σωσιβίων σχεδιῶν, ἀλλά θά προβλέπωνται τοιαῦτα μέσα ἐπαρκῆ εἰς ἀριθμόν, κατά τήν γνώμην τῆς Ἀρχῆς, ἵνα αἱ σωσίβιοι σχεδίαι, αἱ φερόμεναι συμφώνως πρός τό ἐδάφιον (ι)(1) τῆς ἐν λόγῳ παραγράφου, δύνανται νά καθαιροῦνται εἰς τήν θάλασσαν ἔμφορτοι διά τοῦ ἀριθμοῦ τῶν ἀτόμων τά ὁποῖα ἐπιτρέπεται νά παραλαμβάνουν ἐντός 30 λεπτῶν τό βραδύτερον ὑπό συνθήκας ἠρέμου θαλάσσης.

Τά οὕτω προβλεπόμενα μέσα καθαιρέσεως θά κατανέμωνται, ὅσον εἶναι πρακτικῶς δυνατόν, ἐξ ἴσου εἰς ἑκατέραν πλευράν τοῦ πλοίου. Πᾶσα σωσίβιος σχεδία, ἥτις φέρεται ἐπί τῶν πλοίων, διά τά ὁποῖα ἀπαιτεῖται ὅπως φέρουν ἐγκεκριμένον μέσον καθαιρέσεως, θά εἶναι τοιούτου τύπου ὥστε νά εἶναι δυνατή ἡ καθαίρεσις αὐτῆς εἰς τήν θάλασσαν διά τοῦ ἐν λόγῳ μέσου.

Κανονισμός 37

Ἀριθμός φερομένων Κυκλικῶν Σωσιβίων

Θά φέρωνται ὀκτώ τοὐλάχιστον κυκλικά σωσίβια, τύπου πληροῦντος τάς ἀπαιτήσεις τοῦ Κανονισμοῦ 21 τοῦ παρόντος Κεφαλαίου.

Κανονισμός 38

Φωτισμός Κινδύνου

Ὁ ὑπό τῶν ἐδαφίων (α)(ιι), (β)(ιι) καί (β)(ιιι) τοῦ Κανονισμοῦ 19 τοῦ παρόντος Κεφαλαίου ἀπαιτούμενος φωτισμός θά εἶναι ἱκανός νά τροφοδοτῆται ἐπί τρεῖς τοὐλάχιστον ὥρας ὑπό τῆς πηγῆς ἐνεργείας κινδύνου τῆς ἀπαιτουμένης ὑπό τοῦ Κανονισμοῦ 26 τοῦ Κεφαλαίου ΙΙ-1. Εἰς τά φορτηγά πλοῖα ὁλικῆς χωρητικότητος 1.600 κόρων καί ἄνω, ἡ Ἀρχή θά ἐξασφαλίζῃ ὅπως ὁ φωτισμός τῶν διαδρόμων, τῶν κλιμάκων καί τῶν ἐξόδων εἶναι τοιοῦτος ὥστε νά μή ἐμποδίζεται ἡ προσπέλασις πάντων τῶν ἐπιβαινόντων ἀτόμων πρός τούς σταθμούς καθαιρέσεως καί πρός τάς θέσεις στοιβασίας τῶν σωσιβίων λέμβων καί τῶν σωσιβίων σχεδιῶν.

ΚΕΦΑΛΑΙΟΝ IV

ΡΑΔΙΟΤΗΛΕΓΡΑΦΙΑ ΚΑΙ ΡΑΔΙΟΤΗΛΕΦΩΝΙΑ

ΜΕΡΟΣ Α' — ΕΦΑΡΜΟΓΗ ΚΑΙ ΟΡΙΣΜΟΙ

Κανονισμός 1

Ἐφαρμογή.

(α) Τό παρόν κεφάλαιον ἐφαρμόζεται εἰς ὅλα τά πλοῖα εἰς τά ὁποῖα οἱ παρόντες Κανονισμοί ἐφαρμόζονται, ἐκτός ἐάν ἄλλως ρητῶς προβλέπεται.

(β) Τό παρόν Κεφάλαιον δέν ἐφαρμόζεται εἰς τά πλοῖα εἰς τά ὁποῖα οἱ παρόντες Κανονισμοί ἄλλως θά ἐφηρμόζοντο καθ' ὅ διάστημα τά πλοῖα ταῦτα ναυσιπλοοῦν ἐντός τῶν Μεγάλων Λιμνῶν τῆς Βορείου Ἀμερικῆς καί τῶν συγκοινωνούντων καί τῶν εἰσρεόντων εἰς ταύτας ὑδάτων καί πρός ἀνατολάς τόσον ὅσον ἡ κατωτέρα ἔξοδος τοῦ φράγματος τοῦ Ἁγίου Λαμβέρτου εἰς Μοντρεάλ τῆς Ἐπαρχίας τοῦ Κεβέκ (Καναδᾶς).*

(γ) Οὐδεμία διάταξις τοῦ παρόντος Κεφαλαίου θά ἐμποδίζῃ τήν ὑπό πλοίου ἤ σωστικοῦ πλωτοῦ μέσου ἐν κινδύνῳ χρῆσιν οἱουδήποτε μέσου εὑρισκομένου εἰς τήν διάθεσίν του διά νά προσελκύσῃ τήν προσοχήν νά ἐπισημάνῃ τήν θέσιν του καί νά ἐπιτύχῃ βοήθειαν.

Κανονισμός 2

Ὅροι καί Ὁρισμοί

Διά τούς σκοπούς τοῦ παρόντος Κεφαλαίου οἱ ἀκόλουθοι ὅροι θά ἔχουν τήν κατωτέρω ὁριζομένην σημασίαν. Ὅλοι οἱ ἄλλοι ὅροι οἵτινες χρησιμοποιοῦνται εἰς τό παρόν Κεφάλαιον καί οἵτινες καθορίζονται ἐπίσης εἰς τούς Κανονισμούς Ραδιοεπικοινωνίας θά ἔχουν τήν αὐτήν σημασίαν ὡς αὕτη καθορίζεται εἰς τούς παρόντας Κανονισμούς.

(α) «Κανονισμοί Ραδιοεπικοινωνίας» σημαίνει τούς Κανονισμούς Ραδιοεπικοινωνίας τούς προσηρτημένους ἤ θεωρουμένους ὡς προσηρτημένους εἰς τήν πλέον πρόσφατον Διεθνῆ Σύμβασιν Ραδιοεπικοινωνίας ἥτις εἶναι ἑκάστοτε ἐν ἰσχύϊ.

(β) «Ραδιοτηλεγραφική συσκευή αὐτομάτου σήματος κινδύνου» σημαίνει συσκευήν αὐτομάτου δέκτου σήματος κινδύνου ἥτις τίθεται εἰς λειτουργίαν διά τοῦ ραδιοτηλεγραφικοῦ σήματος κινδύνου καί ἔχει τύχει τῆς σχετικῆς ἐγκρίσεως.

(γ) «Ραδιοτηλεφωνική συσκευή αὐτομάτου σήματος κινδύνου» σημαίνει συσκευήν αὐτομάτου δέκτου σήματος κινδύνου ἥτις τίθεται εἰς λειτουργίαν διά τοῦ ραδιοτηλεφωνικοῦ σήματος κινδύνου καί ἔχει τύχει σχετικῆς ἐγκρίσεως.

(δ) «Σταθμός Ραδιοτηλεφώνου», «Ραδιοτηλεφωνική ἐγκατάστασις» καί «Φυλακαί Ραδιοτηλεφώνου» θά θεωροῦνται ὡς ἀναφερόμενα εἰς ζώνην μέσης συχνότητος, ἐκτός ἐάν ἄλλως ρητῶς προβλέπεται.

(ε) «Ἀξιωματικός Ἀσυρματιστής» σημαίνει πρόσωπον κατέχον τοὐλάχιστον πτυχίον πρώτης ἤ δευτέρας τάξεως χειριστοῦ ἀσυρματιστοῦ, ἤ γενικόν πτυχίον

* Τά πλοῖα ταῦτα ὑπόκεινται εἰς εἰδικάς ἀπαιτήσεις σχετικάς πρός τήν ραδιοεπικοινωνίαν διά σκοπούς ἀσφαλείας ὡς αὗται περιλαμβάνονται εἰς τήν σχετικήν συμφωνίαν μεταξύ τῶν Ἡνωμένων Πολιτειῶν καί Καναδᾶ.

χειριστοῦ ραδιοεπικοινωνιῶν διά τήν κινητήν ναυτικήν ὑπηρεσίαν πληροῦν τάς διατάξεις τῶν Κανονισμῶν Ραδιοεπικοινωνίας, ὁ ὁποῖος χρησιμοποιεῖται εἰς τόν σταθμόν ἀσυρμάτου ἑνός πλοίου, τό ὁποῖον εἶναι ἐφωδιασμένον διά σταθμοῦ πληροῦντος τάς διατάξεις τοῦ Κανονισμοῦ 3 ἤ τοῦ Κανονισμοῦ 4 τοῦ παρόντος Κεφαλαίου.

(στ) «Χειριστής Ραδιοτηλεφώνου» σημαίνει πρόσωπον κατέχον οἰκεῖον πτυχίον συμφώνως πρός τάς διατάξεις τῶν Κανονισμῶν Ραδιοεπικοινωνίας.

(ζ) «Ὑπάρχουσα ἐγκατάστασις» σημαίνει:

(ι) Ἐγκατάστασιν πλήρως ἐγκατεστημένην ἐπί τοῦ πλοίου πρό τῆς ἡμερομηνίας κατά τήν ὁποίαν ἡ παροῦσα Σύμβασις τίθεται ἐν ἰσχύϊ, ἀνεξαρτήτως τῆς ἡμερομηνίας καθ'ἥν πραγματοποιεῖται ἡ ἀποδοχή ὑπό τῆς ἐνδιαφερομένης Ἀρχῆς, καί

(ιι) ἐγκατάστασιν μέρος τῆς ὁποίας ὑπῆρχεν ἐγκατεστημένον ἐπί τοῦ πλοίου πρό τῆς ἐνάρξεως τῆς ἰσχύος τῆς παρούσης Συμβάσεως καί τῆς ὁποίας τό λοιπόν μέρος συνίσταται, εἴτε ἐκ μερῶν ἐγκατασθέντων εἰς ἀντικατάστασιν ὁμοίων μερῶν, εἴτε ἐκ μερῶν πληρούντων τάς ἀπαιτήσεις τοῦ παρόντος Κεφαλαίου.

(η) «Νέα ἐγκατάστασις» σημαίνει ἐγκατάστασιν, ἥτις δέν εἶναι ὑπάρχουσα ἐγκατάστασις.

Κανονισμός 3

Σταθμός Ἀσυρμάτου

Τά ἐπιβατηγά πλοῖα ἀνεξαρτήτως μεγέθους καί τά φορτηγά πλοῖα ὁλικῆς χωρητικότητος 1.600 κόρων καί ἄνω, ἐκτός ἐάν ἐξαιροῦνται ὑπό τοῦ Κανονισμοῦ 5 τοῦ παρόντος Κεφαλαίου, θά εἶναι ἐφωδιασμένα διά σταθμοῦ ἀσυρμάτου ὅστις θά πληροῖ τάς διατάξεις τῶν Κανονισμῶν 9 καί 10 τοῦ παρόντος Κεφαλαίου.

Κανονισμός 4

Σταθμός Ραδιοτηλεφώνου

Φορτηγά πλοῖα ὁλικῆς χωρητικότητος 300 κόρων καί ἄνω ἀλλά κάτω τῶν 1.600 κόρων, ἐκτός ἐάν ἔχουν ἐφοδιασθῆ διά σταθμοῦ ἀσυρμάτου ὅστις πληροῖ τάς διατάξεις τῶν Κανονισμῶν 9 καί 10 τοῦ παρόντος Κεφαλαίου, ὀφείλουν, ἐάν δέν ἀπαλλάσσωνται ὑπό τοῦ Κανονισμοῦ 5 τοῦ παρόντος Κεφαλαίου, νά εἶναι ἐφωδιασμένα διά σταθμοῦ ραδιοτηλεφώνου πληροῦντος τάς διατάξεις τῶν Κανονισμῶν 15 καί 16 τοῦ παρόντος Κεφαλαίου.

Κανονισμός 5

Ἐξαιρέσεις ἐκ τῶν Κανονισμῶν 3 καί 4

(α) Τά Συμβαλλόμενα Κράτη θεωροῦν λίαν ἐπιθυμητόν νά μή γίνεται παρέκκλισις εἰς τήν ἐφαρμογήν τῶν Κανονισμῶν 3 καί 4 τοῦ παρόντος Κεφαλαίου. Παρά τά ἀνωτέρω ἡ Ἀρχή δύναται νά χορηγήση εἰς μεμονωμένα ἐπιβατηγά ἤ φορτηγά πλοῖα μερικήν καί ὑπό ὅρους ἤ πλήρη ἐξαίρεσιν ἐκ τῶν διατάξεων τοῦ Κανονισμοῦ 3 ἤ τοῦ Κανονισμοῦ 4 τοῦ παρόντος Κεφαλαίου.

(β) Αἱ δυνάμει τῆς παραγράφου (α) τοῦ παρόντος Κανονισμοῦ ἐξαιρέσεις θά χορηγοῦνται μόνον εἰς πλοῖον ἐκτελοῦν ταξίδιον κατά τό ὁποῖον ἡ μεγίστη ἀπόστασις τοῦ πλοίου ἀπό τῆς ἀκτῆς, τό μῆκος τοῦ ταξιδίου, ἡ ἀπουσία γενικῶν κινδύνων ναυσιπλοΐας καί αἱ λοιπαί συνθῆκαι αἱ ἐπηρεάζουσαι τήν ἀσφάλειαν εἶναι τοιαῦται ὥστε νά καθιστοῦν τήν πλήρη ἐφαρμογήν τοῦ Κανονισμοῦ 3 ἤ τοῦ Κανονισμοῦ 4 τοῦ παρόντος Κεφαλαίου μή εὔλογον ἤ μή ἀναγκαίαν. Ὅταν λαμβάνεται ἀπόφασις ἐάν θά χορηγηθοῦν ἤ ὄχι ἐξαιρέσεις εἰς ὡρισμένα πλοῖα, αἱ Ἀρχαί θά λαμβάνουν ὑπ' ὄψιν τά ἀποτελέσματα τά ὁποῖα αἱ ἐξαιρέσεις δύνανται νά ἔχουν ἐπί τῆς γενικῆς ἀποδόσεως τῆς ὑπηρεσίας κινδύνου, διά τήν ἀσφάλειαν ὅλων τῶν πλοίων. Αἱ Ἀρχαί δέον νά ἔχουν ὑπ' ὄψιν ὅτι εἶναι εὐκταῖον ὅπως ἀπαιτοῦν ὡς ὅρον τῆς ἀπαλλαγῆς ἀπό τά πλοῖα ἅτινα ἐξαιροῦνται τῆς ἀπαιτήσεως τοῦ Κανονισμοῦ 3 τοῦ παρόντος Κεφαλαίου νά ἐφοδιάζωνται διά σταθμοῦ ραδιοτηλεφώνου, ὅστις νά πληροῖ τάς διατάξεις τῶν Κανονισμῶν 15 καί 16 τοῦ παρόντος Κεφαλαίου.

(γ) Ἑκάστη Ἀρχή θά ὑποβάλη εἰς τόν Ὀργανισμόν μετά τήν πρώτην Ἰανουαρίου ἑκάστου ἔτους καί ὅσον τό δυνατόν ἐνωρίτερον ἔκθεσιν περιλαμβάνουσαν πάσας τάς κατά τήν διάρκειαν τοῦ προηγουμένου ἡμερολογιακοῦ ἔτους χορηγηθείσας ἐξαιρέσεις κατά τάς παραγράφους (α) καί (β) τοῦ παρόντος Κανονισμοῦ καί θά δικαιολογῆ τήν χορηγίαν τοιούτων ἐξαιρέσεων.

ΜΕΡΟΣ Β' — ΦΥΛΑΚΑΙ

Κανονισμός 6

Φυλακαί Ἀσυρμάτου

(α) Πᾶν πλοῖον τό ὁποῖον συμφώνως πρός τόν Κανονισμόν 3 ἤ τόν Κανονισμόν 4 τοῦ παρόντος Κεφαλαίου ἐφοδιάζεται διά σταθμοῦ ἀσυρμάτου, θά ἔχῃ, ὅταν εὑρίσκεται ἐν πλῷ, ἕνα τοὐλάχιστον ἀξιωματικόν ἀσυρματιστήν καί ἐάν δέν εἶναι ἐφωδιασμένον διά συσκευῆς αὐτομάτου σήματος κινδύνου, ὀφείλει, ὑποκείμενον εἰς τάς διατάξεις τῆς παραγράφου (δ) τοῦ παρόντος Κανονισμοῦ, νά τηρῇ συνεχῆ ἀκρόασιν ἐπί τῆς ραδιοτηλεγραφικῆς συχνότητος κινδύνου δι' ἀξιωματικοῦ ἀσυρματιστοῦ χρησιμοποιοῦντος ἀκουστικά ἤ μεγάφωνον.

(β) Πᾶν ἐπιβατηγόν πλοῖον τό ὁποῖον συμφώνως πρός τόν Κανονισμόν 3 τοῦ παρόντος Κεφαλαίου εἶναι ἐφωδιασμένον διά σταθμοῦ ἀσυρμάτου, ἐάν εἶναι ἐφοδιασμένον διά συσκευῆς αὐτομάτου σήματος κινδύνου, ὀφείλει, ὑποκείμενον εἰς τάς διατάξεις τῆς παραγράφου (δ) τοῦ παρόντος Κανονισμοῦ καί ὅταν εὑρίσκεται ἐν πλῷ, νά τηρῇ ἀκρόασιν ἐπί τῆς ραδιοτηλεγραφικῆς συχνότητος κινδύνου διά ἀξιωματικοῦ ἀσυρματιστοῦ χρησιμοποιοῦντος ἀκουστικά ἤ μεγάφωνον, ὡς ἀκολούθως:

(ι) Ἐάν μεταφέρῃ ἤ εἶναι ἐγκεκριμένον νά μεταφέρῃ 250 ἐπιβάτας ἤ ὀλιγωτέρους, ἀκρόασιν ὀκτώ ὡρῶν τοὐλάχιστον ἐν συνόλῳ καθ' ἡμέραν.

(ιι) Ἐάν μεταφέρῃ ἤ εἶναι ἐγκεκριμένον νά μεταφέρῃ περισσοτέρους τῶν 250 ἐπιβατῶν καί ἐκτελῇ ταξίδιον διαρκείας μεγαλυτέρας τῶν 16 ὡρῶν μεταξύ δύο διαδοχικῶν λιμένων, ἀκρόασιν 16 ὡρῶν τοὐλάχιστον ἐν συνόλῳ καθ' ἡμέραν. Εἰς τήν περίπτωσιν ταύτην τό πλοῖον θά ἔχῃ δύο τοὐλάχιστον ἀξιωματικούς ἀσυρματιστάς.

(ιιι) Ἐάν μεταφέρῃ ἤ εἶναι ἐγκεκριμένον νά μεταφέρῃ περισσοτέρους τῶν 250 ἐπιβατῶν καί ἐκτελῇ ταξίδιον διαρκείας μικροτέρας τῶν 16 ὡρῶν μεταξύ δύο διαδοχικῶν λιμένων, ἀκρόασιν ὀκτώ ὡρῶν τοὐλάχιστον ἐν συνόλῳ καθ' ἡμέραν.

(γ) (ι) Πᾶν φορτηγόν πλοῖον τό ὁποῖον συμφώνως πρός τόν Κανονισμόν 3 τοῦ παρόντος Κεφαλαίου εἶναι ἐφωδιασμένον διά σταθμοῦ ἀσυρμάτου, ἐάν εἶναι ἐφωδιασμένον διά συσκευῆς αὐτομάτου σήματος κινδύνου, ὀφείλει, ὑποκείμενον εἰς τάς διατάξεις τῆς παραγράφου (δ) τοῦ παρόντος Κανονισμοῦ καί ὅταν εὑρίσκεται ἐν πλῷ, νά τηρῇ ἀκρόασιν ἐπί τῆς ραδιοτηλεγραφικῆς συχνότητος κινδύνου δι' ἀξιωματικοῦ ἀσυρματιστοῦ χρησιμοποιοῦντος ἀκουστικά ἤ μεγάφωνον, 8 ὡρῶν τοὐλάχιστον ἐν συνόλῳ καθ' ἡμέραν.

(ιι) Πᾶν φορτηγόν πλοῖον ὁλικῆς χωρητικότητος 300 κόρων καί ἄνω ἀλλά μικροτέρας τῶν 1.600 κόρων τό ὁποῖον εἶναι ἐφωδιασμένον διά σταθμοῦ ἀσυρμάτου κατ' ἐφαρμογήν τοῦ Κανονισμοῦ 4 τοῦ παρόντος Κεφαλαίου, ἐάν εἶναι ἐφωδιασμένον διά συσκευῆς αὐτομάτου σήματος κινδύνου, ὀφείλει, ὑποκείμενον εἰς τάς διατάξεις τῆς παραγράφου (δ) τοῦ παρόντος Κανονισμοῦ, καί ὅταν εὑρίσκεται ἐν πλῷ, νά τηρῇ ἀκρόασιν ἐπί ραδιοτηλεγραφικῆς συχνότητος κινδύνου δι' ἀξιωματικοῦ ἀσυρματιστοῦ χρησιμοποιοῦντος ἀκουστικά ἤ μεγάφωνον, κατά τάς περιόδους ἅτινας δύναται νά καθορίζῃ ἡ 'Αρχή. Αἱ 'Αρχαί ἐν τούτοις, δέον νά ἔχουν ὑπ' ὄψιν ὅτι εἶναι εὐκταῖον ὅπως ἀπαιτοῦν ὁσάκις εἶναι πρακτικῶς δυνατόν φυλακήν ἀκροάσεως 8 ὡρῶν τοὐλάχιστον ἐν συνόλῳ καθ' ἡμέραν.

(δ) (ι) Κατά τάς περιόδους κατά τάς ὁποίας ὁ ἀξιωματικός ἀσυρματιστής ἀπαιτεῖται ὑπό τοῦ παρόντος Κανονισμοῦ νά τηρῇ ἀκρόασιν ἐπί τῆς ραδιοτηλεγραφικῆς συχνότητος κινδύνου, ὁ ἀξιωματικός ἀσυρματιστής δύναται νά διακόπτῃ τοιαύτην ἀκρόασιν κατά τόν χρόνον κατά τόν ὁποῖον ἐνεργεῖ ἀνταπόκρισιν ἐπί ἄλλων συχνοτήτων, ἤ ἐκτελεῖ ἄλλα οὐσιώδη καθήκοντα τοῦ ἀσυρμάτου, ἀλλά μόνον ὅταν εἶναι πρακτικῶς ἀδύνατον νά ἀκροᾶται δι' ἀκουστικῶν ἤ μεγαφώνου. 'Η φυλακή ἀκροάσεως θά τηρῆται πάντοτε ὑπό ἀξιωματικοῦ ἀσυρματιστοῦ χρησιμοποιοῦντος ἀκουστικά ἤ μεγάφωνον κατά τάς περιόδους σιωπῆς τάς προβλεπομένας ὑπό τῶν Κανονισμῶν Ραδιοεπικουνωνίας.

'Ο ὅρος «οὐσιώδη καθήκοντα ἀσυρμάτου» εἰς τήν παροῦσαν παράγραφον περιλαμβάνει ἐπισκευάς ἐπειγούσης φύσεως τῶν:

(1) ὀργάνων ραδιοεπικοινωνίας τῶν χρησιμοποιουμένων διά τήν ἀσφάλειαν καί

(2) ραδιοναυτιλιακῶν ὀργάνων κατόπιν διαταγῆς τοῦ πλοιάρχου.

(ιι) 'Επιπλέον τῶν διατάξεων τοῦ ἐδαφίου (ι) τῆς παρούσης παραγράφου ἐπί πλοίων ἅτινα δέν εἶναι ἐπιβατηγά πλοῖα μετά πολλαπλῶν θέσεων ἀξιωματικῶν ἀσυρματιστῶν, ὁ ἀξιωματικός ἀσυρματιστής δύναται εἰς ἐξαιρετικάς περιπτώσεις π.χ. ὅτε δέν εἶναι πρακτικῶς ἐφικτόν νά ἀκροᾶται δι' ἀκουστικῶν ἤ μεγαφώνου, νά διακόπτῃ τήν ἀκρόασιν κατόπιν διαταγῆς τοῦ πλοιάρχου πρός τόν σκοπόν ὅπως ἀσχοληθῇ μέ συντήρησιν ἀπαιτουμένην ἵνα προληφθῇ βλάβη εἰς:

- ὄργανα ραδιοεπικοινωνίας χρησιμοποιούμενα διά τήν ἀσφάλειαν
- ραδιοναυτιλιακά ὄργανα, ἤ
- ἕτερα ἠλεκτρονικά νευτιλιακά ὄργανα περιλαμβανομένης καί τῆς ἐπισκευῆς των, ἐφ' ὅσον:

(ι) ὁ ἀξιωματικός ἀσυρματιστής, κατά τήν κρίσιν τῆς ἐνδιαφερομένης 'Αρχῆς ἔχει τά ἀπαιτούμενα προσόντα ἵνα ἀσχοληθῇ μέ τοιαῦτα καθήκοντα, καί

(2) τό πλοῖον φέρῃ ἐγκατάστασιν αὐτομάτου δέκτου ἀνταποκρινομένου πρός τάς ἀπαιτήσεις τῶν Κανονισμῶν Ραδιοεπικοινωνίας

(3) ἡ φυλακή ἀκροάσεως διατηρεῖται πάντοτε ἀπό ἀξιωματικόν ἀσυρματιστήν ὅστις χρησιμοποιεῖ ἀκουστικά ἤ μεγάφωνον κατά τάς περιόδους σιωπῆς τάς προβλεπομένας ὑπό τῶν Κανονισμῶν Ραδιοεπικοινωνίας.

(ε) Εἰς ὅλα τά πλοῖα τά ἐφωδιασμένα διά συσκευῆς αὐτομάτου σήματος κινδύνου, δέον ὅπως ἡ συσκευή αὕτη αὐτομάτου σήματος κινδύνου εἶναι ἐν λειτουργίᾳ ὅταν τό πλοῖον εὑρίσκεται ἐν πλῷ ὁποτεδήποτε δέν ἐκτελεῖται φυλακή ἀκροάσεως κατά τάς παραγράφους (β), (γ) ἤ (δ) τοῦ παρόντος Κανονισμοῦ καί ἐάν δέν εἶναι πρακτικῶς δυνατόν κατά τήν λειτουργίαν τοῦ ραδιογωνιομέτρου.

(στ) Αἱ περίοδοι ἀκροάσεως αἱ προβλεπόμεναι ὑπό τοῦ παρόντος Κανονισμοῦ, περιλαμβανομένων καί τῶν καθοριζομένων ὑπό τῆς 'Αρχῆς, δέον νά τηροῦνται κατά προτίμησιν κατά τάς περιόδους τάς καθοριζομένας διά τήν ὑπηρεσίαν ἀσυρμάτου ὑπό τῶν Κανονισμῶν Ραδιοεπικοινωνίας.

Κανονισμός 7

Φυλακαί Ραδιοτηλεφώνου

(α) Πᾶν πλοῖον ἐφωδιασμένον διά ραδιοτηλεφωνικοῦ σταθμοῦ συμφώνως πρός τόν Κανονισμόν 4 τοῦ παρόντος Κεφαλαίου, θά ἔχῃ, διά λόγους ἀσφαλείας, ἕνα τοὐλάχιστον χειριστήν ραδιοτηλεφώνου (ὅστις δύναται νά εἶναι ὁ πλοίαρχος, εἷς ἀξιωματικός, ἤ ἕν μέλος τοῦ πληρώματος κάτοχος μόνον πτυχίου ραδιοτηλεφωνητοῦ) καί θά τηρῇ, ὅταν τό πλοῖον εὑρίσκεται ἐν πλῷ, συνεχῆ φυλακήν ἀκροάσεως ἐπί τῆς ραδιοτηλεφωνικῆς συχνότητος κινδύνου ἐκ τῆς θέσεως ἐπί τοῦ πλοίου ἐκ τῆς ὁποίας τό πλοῖον συνήθως κυβερνᾶται, διά τῆς χρήσεως δέκτου ἀκροάσεως ραδιοτηλεφωνικῆς συχνότητος κινδύνου μετά μεγαφώνου, μεγαφώνου μετά φίλτρου ἤ ραδιοτηλεφωνικήν συσκευήν αὐτομάτου σήματος κινδύνου.

(β) Πᾶν πλοῖον ἐφωδιασμένον συμφώνως πρός τόν Κανονισμόν 3 ἤ τόν Κανονισμόν 4 τοῦ παρόντος Κεφαλαίου διά ραδιοτηλεγραφικοῦ σταθμοῦ θά τηρῇ, ὅταν εὑρίσκεται ἐν πλῷ, συνεχῆ φυλακήν ραδιοτηλεφωνικῆς συχνότητος κινδύνου εἰς θέσιν καθοριζομένην ὑπό τῆς 'Αρχῆς διά τῆς χρήσεως δέκτου ἀκροάσεως ραδιοτηλεφωνικῆς συσκευῆς αὐτομάτου σήματος κινδύνου.

Κανονισμός 8

Φυλακαί - Ραδιοτηλεφώνου VHF

"Εκαστον πλοῖον διά τό ὁποῖον προβλέπεται σταθμός ραδιοτηλεφώνου Λίαν 'Υψηλῶν Συχνοτήτων (VHF), συμφώνως τῷ Κανονισμῷ 18 τοῦ Κεφαλαίου V, θά τηρῇ φυλακήν ἀκροάσεως ἐπί τῆς γεφύρας ἐπί τόσας περιόδους καί εἰς τοιούτους διαύλους, ὅσοι ἤθελον ἀπαιτηθῇ ὑπό τῆς Συμβαλλομένης Κυβερνήσεως ἐν σχέσει πρός τόν προμνησθέντα Κανονισμόν.

ΜΕΡΟΣ Γ' — ΤΕΧΝΙΚΑΙ ΑΠΑΙΤΗΣΕΙΣ

Κανονισμός 9

Σταθμοί 'Ασυρμάτου.

(α) 'Ο σταθμός ἀσυρμάτου θά εἶναι κατά τοιοῦτον τρόπον τοποθετημένος, ὥστε οὐδεμία ἐπιζήμιος παρεμβολή ἐξ ἐξωτερικοῦ μηχανικοῦ ἤ ἄλλου θορύβου νά προξε-

νῆται εἰς τὴν καλὴν λῆψιν τῶν ραδιοτηλεγραφικῶν σημάτων. Ὁ σταθμὸς θὰ εἶναι τοποθετημένος ὅσον τὸ δυνατὸν ὑψηλότερον ἐπὶ τοῦ πλοίου, εἰς τρόπον ὥστε νὰ ἐξασφαλίζεται ὁ μέγιστος δυνατὸς βαθμὸς ἀσφαλείας.

(β) Ὁ θάλαμος λειτουργίας τοῦ ἀσυρμάτου θὰ εἶναι ἐπαρκῶν διαστάσεων καὶ θὰ ἔχῃ ἐπαρκῆ ἀερισμὸν ἵνα ἐπιτρέπεται ἡ ἀποδοτικὴ λειτουργία τῆς κυρίας καὶ τῆς ἐφεδρικῆς ραδιοτηλεγραφικῆς ἐγκαταστάσεως καὶ δὲν θὰ χρησιμοποιῆται δι' ἕτερον σκοπὸν ὅστις θὰ ἐμποδίζῃ τὴν λειτουργίαν τοῦ σταθμοῦ ἀσυρμάτου.

(γ) Ὁ κοιτωνίσκος ἑνὸς τοὐλάχιστον ἀξιωματικοῦ ἀσυρματιστοῦ θὰ εἶναι, ὅσον εἶναι πρακτικῶς δυνατόν, πλησιέστερον εἰς τὸν θάλαμον τοῦ ἀσυρμάτου. Εἰς τὰ νέα πλοῖα, ὁ κοιτωνίσκος οὗτος δὲν πρέπει νὰ εἶναι ἐντὸς τοῦ θαλάμου τοῦ ἀσυρμάτου.

(δ) Θὰ προβλέπεται μεταξὺ τοῦ θαλάμου τοῦ ἀσυρμάτου καὶ τῆς γεφύρας καὶ ἑτέρας θέσεως, ἐὰν ὑπάρχῃ τοιαύτη, ἐκ τῆς ὁποίας τὸ πλοῖον κυβερνᾶται, ἓν ἀποδοτικὸν δίπλευρον σύστημα ἐπικοινωνίας, κλήσεως καὶ ὁμιλίας τὸ ὁποῖον θὰ εἶναι ἀνεξάρτητον τοῦ κυρίου συστήματος συνεννοήσεως ἐν τῷ πλοίῳ.

(ε) Ἡ ραδιοτηλεγραφικὴ ἐγκατάστασις θὰ εἶναι ἐγκατεστημένη εἰς τοιαύτην θέσιν ὥστε νὰ εἶναι προστατευμένη ἀπὸ πάσης ἀνωμαλίας προξενουμένης ἐκ τοῦ ὕδατος ἢ ὑπερβάσεων τῶν θερμοκρασιῶν. Θὰ εἶναι εὐκόλως προσιτὴ καὶ διὰ ἄμεσον χρῆσιν εἰς περίπτωσιν κινδύνου καὶ διὰ τὰς ἐπισκευάς.

(στ) Θὰ ὑπάρχῃ ἓν ὡρολόγιον ἀσφαλοῦς λειτουργίας ἔχον δίσκον διαμέτρου οὐχὶ μικροτέρας τῶν 12,5 ἑκατοστομέτρων (ἢ πέντε δακτύλων) καὶ ὁμόκεντρον δείκτην δευτερολέπτων, ἡ ἐπιφάνεια τοῦ ὁποίου θὰ ἔχῃ σημανθῆ εἰς τρόπον ὥστε νὰ δεικνύῃ τὰς περιόδους σιωπῆς τὰς καθοριζομένας διὰ τὴν ραδιοτηλεγραφικὴν ὑπηρεσίαν ὑπὸ τῶν Κανονισμῶν Ραδιοεπικοινωνίας. Θὰ εἶναι στερεῶς τοποθετημένον ἐντὸς τοῦ θαλάμου τοῦ ἀσυρμάτου εἰς τοιαύτην θέσιν ὥστε ὁλόκληρος ὁ δίσκος νὰ εἶναι εὐκόλως καὶ μετ' ἀκριβείας ὁρατὸς παρὰ τοῦ ἀξιωματικοῦ ἀσυρματιστοῦ ἀπὸ τῆς θέσεως χειρισμοῦ τῆς συσκευῆς ἀσυρμάτου, καθὼς καὶ ἐκ τῆς θέσεως δοκιμῆς τῆς συσκευῆς αὐτομάτου σήματος κινδύνου.

(ζ) Θὰ ὑπάρχῃ ἐντὸς τοῦ θαλάμου τοῦ ἀσυρμάτου φωτισμὸς κινδύνου ἀσφαλοῦς λειτουργίας, ἀποτελούμενος ἐξ ἠλεκτρικῆς λυχνίας μονίμως τοποθετημένης κατὰ τοιοῦτον τρόπον ὥστε νὰ παρέχῃ ἱκανοποιητικὸν φωτισμὸν εἰς τὰ χειριστήρια ἐλέγχου τῆς κυρίας καὶ ἐφεδρικῆς ἐγκαταστάσεως, καθὼς καὶ εἰς τὸ ὡρολόγιον τὸ προβλεπόμενον ὑπὸ τῆς παραγράφου (στ) τοῦ παρόντος Κανονισμοῦ. Εἰς τὰς νέας ἐγκαταστάσεις, ἐὰν ἡ λυχνία αὕτη τροφοδοτῆται ἐκ τῆς ἐφεδρικῆς πηγῆς ἐνεργείας τῆς ἀπαιτουμένης ὑπὸ τοῦ ἐδαφίου (ιιι) τῆς παραγράφου (α) τοῦ Κανονισμοῦ 10 τοῦ παρόντος Κεφαλαίου, θὰ ἐλέγχεται ὑπὸ διπολικῶν διακοπτῶν τοποθετημένων εἰς τὴν κυρίαν εἴσοδον τοῦ θαλάμου τοῦ ἀσυρμάτου καὶ εἰς τὴν θέσιν χειρισμοῦ τῆς ραδιοτηλεγραφικῆς συσκευῆς ἐκτὸς ἐὰν τοῦτο δὲν δικαιολογῆται ἐκ τῆς διατάξεως τοῦ θαλάμου ἀσυρμάτου. Οἱ διακόπται οὗτοι θὰ ἔχουν εὐκρινῆ πινακίδα δεικνύουσαν τὴν χρῆσιν αὐτῶν.

(η) Μία φορητὴ ἠλεκτρικὴ λυχνία ἐπιθεωρήσεως τροφοδοτουμένη ἐκ τῆς ἐφεδρικῆς πηγῆς ἐνεργείας τῆς ἀπαιτουμένης ὑπὸ τοῦ ἐδαφίου (ιιι) τῆς παραγράφου (α) τοῦ Κανονισμοῦ 10 τοῦ παρόντος Κεφαλαίου καὶ ἐφωδιασμένη δι' εὐκάμπτου καλωδίου ἐπαρκοῦς μήκους, εἴτε μία αὐτόνομος φορητὴ λυχνία θὰ προβλέπεται καὶ θὰ φυλάσσεται ἐντὸς τοῦ θαλάμου ἀσυρμάτου.

(θ) Ὁ σταθμὸς ἀσυρμάτου θὰ ἐφοδιάζεται διὰ τοιούτων ἀνταλλακτικῶν, ἐργαλείων καὶ συσκευῶν ἐλέγχου ὥστε ἡ ραδιοτηλεγραφικὴ ἐγκατάστασις νὰ δύναται νὰ τηρῆται εἰς καλὴν κατάστασιν λειτουργίας κατὰ τὸν πλοῦν. Αἱ συσκευαὶ ἐλέγχου θὰ περιλαμβάνουν ὄργανον ἢ ὄργανα μετρήσεως τάσεως Βὸλτ ἐναλλασσομένου καὶ συνεχοῦς ρεύματος καθὼς καὶ ἀντιστάσεως ΩΜ.

(ι) Ἐὰν ὑπάρχῃ χωριστὸς ἐφεδρικὸς σταθμὸς ἀσυρμάτου, θὰ πληροῖ οὗτος τὰς διατάξεις τῶν παραγράφων (δ), (ε), (στ), (ζ) καὶ (η) τοῦ παρόντος Κανονισμοῦ.

Κανονισμός 10

Ραδιοτηλεγραφικαὶ Ἐγκαταστάσεις.

(α) Ἐκτὸς ἐὰν ἄλλως ρητῶς προβλέπεται ἐν τῷ παρόντι Κανονισμῷ:

(ι) Ὁ σταθμὸς ἀσυρμάτου θὰ περιλαμβάνῃ μίαν κυρίαν ἐγκατάστασιν καὶ μίαν ἐφεδρικὴν ἐγκατάστασιν, ἠλεκτρικῶς κεχωρισμένας καὶ ἠλεκτρικῶς ἀνεξαρτήτους ἀπ' ἀλλήλων.

(ιι) Ἡ κυρία ἐγκατάστασις θὰ περιλαμβάνῃ ἕνα κύριον πομπόν, κύριον δέκτην ἀκροάσεως ραδιοτηλεφωνικῆς συχνότητος κινδύνου καὶ κυρίαν πηγὴν ἐνεργείας.

(ιιι) Ἡ ἐφεδρικὴ ἐγκατάστασις θὰ περιλαμβάνῃ ἕνα ἐφεδρικὸν πομπόν, ἐφεδρικὸν δέκτην καὶ ἐφεδρικὴν πηγὴν ἐνεργείας.

(ιν) Θὰ προβλέπωνται καὶ θὰ ἐγκαθίστανται μία κυρία καὶ μία ἐφεδρικὴ κεραία, προβλέπεται ὅμως ὅτι ἡ Ἀρχὴ δύναται νὰ ἐξαιρέσῃ οἱονδήποτε πλοῖον τῆς ἐφεδρικῆς κεραίας ἐὰν πεισθῇ ὅτι ἡ ἐγκατάστασις τοιαύτης κεραίας δὲν εἶναι πρακτικῶς δυνατὴ ἢ εὔλογος, ἀλλὰ εἰς τὴν περίπτωσιν ταύτην θὰ ὑπάρχῃ κατάλληλος ἀνταλλακτικὴ κεραία πλήρως ἐξηρτωμένη δι' ἄμεσον ἐγκατάστασιν. Ἐπιπροσθέτως, θὰ προβλέπεται εἰς πάσας τὰς περιπτώσεις ἐπαρκὴς ποσότης σύρματος κεραίας καὶ μονωτήρων, ἵνα εἶναι δυνατὴ ἡ ἐγκατάστασις μιᾶς καταλλήλου κεραίας.

Ἐὰν ἡ κυρία κεραία κρεμᾶται μεταξὺ ὑποστηριγμάτων ὑποκειμένων εἰς κραδασμούς, θὰ προστατεύεται καταλλήλως ἔναντι θραύσεως.

(β) Εἰς τὰς ἐγκαταστάσεις φορτηγῶν πλοίων (ἐξαιρέσει ἐκείνων ἐπὶ φορτηγῶν πλοίων ὁλικῆς χωρητικότητος 1.600 κόρων καὶ ἄνω αἵτινες ἐγκατεστάθησαν τὴν 19 Νοεμβρίου 1952 ἢ μεταγενεστέρως), ἐὰν ὁ κύριος πομπὸς πληροῖ ὅλας τὰς διὰ τὸν ἐφεδρικὸν πομπὸν ἀπαιτήσεις, ὁ τελευταῖος οὗτος δὲν εἶναι ὑποχρεωτικός.

(γ) (ι) Ὁ κύριος καὶ ὁ ἐφεδρικὸς πομπὸς θὰ δύνανται νὰ συνδεθῶσι ταχέως μετὰ νὰ συντονισθῶσι μετὰ τῆς κυρίας κεραίας καὶ μετὰ τῆς ἐφεδρικῆς κεραίας ἐὰν ὑπάρχῃ τοιαύτη.

(ιι) Ὁ κύριος καὶ ὁ ἐφεδρικὸς δέκτης θὰ δύνανται νὰ συνδεθῶσι ταχέως μετὰ πάσης κεραίας μετὰ τῆς ὁποίας ἀπαιτεῖται νὰ χρησιμοποιηθοῦν.

(δ) Ὅλα τὰ μέρη τῆς ἐφεδρικῆς ἐγκαταστάσεως θὰ τοποθετοῦνται, ὅσον εἶναι πρακτικῶς δυνατόν, ὑψηλότερον ἐπὶ τοῦ πλοίου, εἰς τρόπον ὥστε νὰ ἐπιτυγχάνεται ὁ μέγιστος βαθμὸς ἀσφαλείας.

(ε) Ὁ κύριος καὶ ὁ βοηθητικὸς πομπὸς θὰ δύνανται νὰ ἐκπέμπουν ἐπὶ τῆς ραδιοτηλεγραφικῆς συχνότητος κινδύνου χρησιμοποιοῦντες μίαν κατηγορίαν ἐκπομπῆς καθοριζομένην ὑπὸ τῶν Κανονισμῶν Ραδιοεπικοινωνίας διὰ τὴν συχνότητα ταύτην. Ἐπιπροσθέτως, ὁ κύριος πομπὸς θὰ δύναται νὰ ἐκπέμπῃ ἐπὶ δύο τοὐλάχιστον

συχνοτήτων ἐργασίας ἐκτός τῶν ἐπισήμων ζωνῶν μεταξύ 405 KHZ καί 535 KHZ καί νά χρησιμοποιῇ κατηγορίας ἐκπομπῆς, αἵτινες καθορίζονται ἀπό τούς Κανονισμούς Ραδιοεπικοινωνίας, δι' αὐτάς τάς συχνότητας. Ὁ ἐφεδρικός πομπός δύναται νά εἶναι εἰς πομπός κινδύνου, ὡς τοῦτον καθορίζουν οἱ Κανονισμοί Ραδιοεπικοινωνίας καί περιορίζουν τά ὅρια τῆς χρήσεως αὐτοῦ.

(στ) Ὁ κύριος καί ὁ βοηθητικός πομπός δέον ὅπως, ἐάν ἡ διαμορφουμένη ἐκπομπή καθορίζεται ὑπό τῶν Κανονισμῶν Ραδιοεπικοινωνίας, ἔχουν ποσοστόν διαμορφώσεως οὐχί μικρότερον τοῦ 70 τοῖς ἑκατόν καί συχνότητα διαμορφώσεως μεταξύ 450 καί 1.350 κύκλων ἀνά δευτερόλεπτον.

(ζ) Ὅταν ὁ κύριος καί ὁ ἐφεδρικός πομπός συνδέωνται πρός τήν κυρίαν κεραίαν θά ἔχουν ἐλαχίστην κανονικήν ἐμβέλειαν, ὡς αὕτη καθορίζεται κατωτέρω, ἤτοι δέον ὅπως δύνανται νά μεταδίδουν ἐν καιρῷ ἡμέρας εὐκρινῶς ἀντιληπτά σήματα ἀπό πλοίου εἰς πλοῖον καί ὑπό κανονικάς συνθήκας καί περιπτώσεις εἰς τάς καθοριζομένας ἀποστάσεις* (Σήματα εὐκρινῶς ἀντιληπτά δύνανται κανονικῶς νά λαμβάνωνται ἐάν ἡ

	Ἐλάχιστη κανονική ἐμβέλεια εἰς μίλια	
	Κύριος πομπός	Ἐφεδρικός
Ὅλα τά ἐπιβατηγά πλοῖα καί τά φορτηγά ὁλικῆς χωρητικότητος 1.600 κόρων καί ἄνω.	150	100
Φορτηγά πλοῖα ὁλικῆς χωρητικότητος κατωτέρας τῶν 1.600 κόρων.	100	75

* Ἐν ἀδυναμίᾳ ἀμέσου μετρήσεως τῆς ἐντάσεως τοῦ πεδίου, τά ἀκόλουθα δεδομένα δύνανται νά χρησιμοποιοῦνται ὡς ὁδηγός διά τόν κατά προσέγγισιν καθορισμόν τῆς κανονικῆς ἐμβελείας.

Κανονικ...λεια εἰς μίλια	Μέτρα-Ἀμπέρ[1]	Συνολική ἰσχύς κεραίας (βάττ)[2]
	128	200
17.	102	125
150	76	71
125	58	41
100	45	25
75	34	14

[1] Ὁ ἀριθμός οὗτος παριστᾷ τό γινόμενον τοῦ μεγίστου ὕψους τῆς κεραίας ἄνωθεν τῆς μεγίστης ἐμφόρτου ἰσάλου γραμμῆς εἰς μέτρα ἐπί τό ρεῦμα τῆς κεραίας εἰς ἀμπέρ (Τιμή R.M.S.).

Αἱ τιμαί αἱ διδόμεναι εἰς τήν δευτέραν στήλην τοῦ πίνακος ἀντιστοιχοῦν εἰς μίαν μέσην τιμήν τῆς ἀναλογίας

$$\frac{\text{πραγματικόν ὕψος κεραίας}}{\text{μέγιστον ὕψος κεραίας}} = 0{,}47$$

Ἡ ἀναλογία αὕτη ποικίλλει ἀναλόγως τῶν τοπικῶν συνθηκῶν τῆς κεραίας καί δύναται νά ποικίλλῃ μεταξύ 0,30 καί 0,7 περίπου.

[2] Αἱ τιμαί αἱ διδόμεναι εἰς τήν τρίτην στήλην τοῦ πίνακος ἀντιστοιχοῦν πρός μίαν μέσην τιμήν τῆς ἀναλογίας:

$$\frac{\text{Ἰσχύς ἀκτινοβολουμένη ὑπό τῆς κεραίας}}{\text{συνολική ἰσχύς κεραίας}} = 0{,}08$$

Ἡ ἀναλογία αὕτη ποικίλλει σημαντικῶς ἀναλόγως τῶν τιμῶν τοῦ πραγματικοῦ ὕψους τῆς κεραίας καί τῆς ἀντιστάσεως τῆς κεραίας.

τιμή R.M.S. τῆς ἐντάσεως τοῦ πεδίου εἰς τόν δέκτην εἶναι τοὐλάχιστον 50 μικροβόλτ ἀνά μέτρον).

(η) (ι) Ὁ κύριος καί ὁ βοηθητικός δέκτης θά δύνανται νά λαμβάνουν ἐπί τῆς Ραδιοτηλεγραφικῆς συχνότητος κινδύνου καί εἰς τήν κατηγορίαν ἐκπομπῆς τήν καθοριζομένην ὑπό τῶν Κανονισμῶν Ραδιοεπικοινωνίας διά τήν συχνότητα ταύτην.

(ιι) Ἐπί πλέον, ὁ κύριος δέκτης θά δύναται νά λαμβάνῃ ἐπί τῶν συχνοτήτων καί εἰς τάς κατηγορίας ἐκπομπῶν τῶν χρησιμοποιουμένων διά τήν μετάβίβασιν τῶν σημάτων ὥρας, τῶν μετεωρολογικῶν δελτίων καί ὅλων τῶν ἄλλων ἀνακοινώσεων τῶν σχετικῶν μέ τήν ἀσφάλειαν ναυσιπλοΐας τάς ὁποίας ἡ Ἀρχή ἤθελε κρίνει ἀναγκαίας.

(ιιι) Ὁ δέκτης ἀκροάσεως τῆς ραδιοτηλεφωνικῆς συχνότητος κινδύνου δέον ὅπως ρυθμισθῇ ἐκ τῶν προτέρων εἰς τήν συχνότητα ταύτην. Θά ἐφοδιάζεται μέ φίλτρον ἤ μέ συσκευήν σιγαστῆρος τοῦ μεγαφώνου ἐφ' ὅσον θά εὑρίσκεται ἐντός τῆς γεφύρας καί ἐν ἀπουσίᾳ ραδιοτηλεφωνικοῦ σήματος κινδύνου. Ἡ ὡς ἄνω συσκευή σιγαστῆρος θά δύναται νά τεθῇ εὐχερῶς εἰς λειτουργίαν καί ἐκτός λειτουργίας καί θά δύναται νά χρησιμοποιῆται ὅτε, κατά τήν κρίσιν τοῦ πλοιάρχου, ἡ τήρησις συνεχοῦς φυλακῆς ἀκροάσεως θά δημιουργῇ παρεμβολάς ἐπηρεαζούσας τήν ἀσφαλῆ ναυσιπλοΐαν τοῦ πλοίου.

(ιν) (1) Ραδιοτηλεφωνικός πομπός, ἐφ' ὅσον προβλέπεται, δέον νά ἐφοδιάζεται διά μιᾶς αὐτομάτου συσκευῆς διά τήν παραγωγήν τοῦ ραδιοτηλεφωνικοῦ σήματος κινδύνου σχεδιασμένης κατά τοιοῦτον τρόπον ὥστε νά προλαμβάνεται ἐνεργοποίησις ἐκ λάθους καί συμμορφουμένης πρός τάς ἀπαιτήσεις τῆς παραγράφου (ε) τοῦ Κανονισμοῦ 16 τοῦ παρόντος Κεφαλαίου.

Ἡ συσκευή θά δύναται νά τεθῇ ἐκτός λειτουργίας καθ' οἱονδήποτε χρόνον ἵνα καταστῇ δυνατή ἡ ἄμεσος μετάδοσις ἑνός μηνύματος κινδύνου.

(2) **Θά προβλέπωνται μέτρα διά τόν περιοδικόν ἔλεγχον τῆς κανονικῆς** λειτουργίας τῆς αὐτομάτου συσκευῆς παραγωγῆς ραδιοτηλεφωνικοῦ σήματος κινδύνου ἐπί συχνοτήτων διαφόρων τῆς τοιαύτης κινδύνου ραδιοτηλεφωνίας χρησιμοποιουμένης καταλλήλου τεχνητῆς κεραίας.

(θ) Ὁ κύριος δέκτης θά ἔχῃ ἐπαρκῆ εὐαισθησίαν διά νά παράγῃ σήματα εἰς ἀκουστικά ἤ μέσῳ μεγαφώνου ὅταν ἀκόμη ἡ τάσις εἰς τήν εἴσοδον τοῦ δέκτου δέν εἶναι παρά 50 μικροβόλτ. Ὁ βοηθητικός δέκτης δέον νά ἔχῃ ἐπαρκῆ εὐαισθησίαν ἵνα παράγῃ τοιαῦτα σήματα ὅταν ἡ τάσις εἰς τήν εἴσοδον τοῦ δέκτου δέν εἶναι παρά 100 μικροβόλτ.

(ι) Θά ὑπάρχῃ ἀνά πᾶσαν στιγμήν, ὅταν τό πλοῖο εἶναι ἐν πλῷ διαθέσιμος ἠλεκτρική ἐνέργεια ἐπαρκής νά θέτῃ εἰς λειτουργίαν τήν κυρίαν ἐγκατάστασιν ὑπό τήν κανονική ἐμβέλειαν τήν ἀπαιτουμένην ὑπό τῆς παραγράφου (ζ) τοῦ παρόντος Κανονισμοῦ, καθώς ἐπίσης διά τόν σκοπόν φορτίσεως τῶν συστοιχιῶν συσσωρευτῶν τῶν ἀποτελουσῶν μέρος τοῦ σταθμοῦ ἀσυρμάτου. Ἡ τάσις τροφοδοτήσεως εὐρείας ἐγκαταστάσεως θά τηρῆται εἰς τήν περίπτωσιν τῶν νέων πλοίων, ἐντός τῶν ± 10 τοῖς ἑκατόν τῆς κανονικῆς τάσεως. Εἰς τήν περίπτωσιν τῶν ὑπαρχόντων πλοίων θά τηρῆται ὅσον τό δυνατόν πλησιέστερον τῆς κανονικῆς τάσεως καί ἐάν εἶναι πρακτικῶς δυνατόν ἐντός τῶν ± 10 τοῖς ἑκατόν ταύτης.

(ια) **Ἡ ἐφεδρική ἐγκατάστασις θά ἐφοδιάζεται διά πηγῆς ἐνεργείας ἀνεξαρτήτου ἀπό τήν προωστήριον δύναμιν τοῦ πλοίου καί ἀπό τήν ἠλεκτρικήν ἐγκατάστασιν τοῦ πλοίου.**

(ιβ) (ι) Ἡ ἐφεδρική πηγή ἐνεργείας θά συνίσταται κατά προτίμησιν ἐκ συστοιχιῶν συσσωρευτῶν αἵτινες θά δύνανται νά φορτίζωνται ἐκ τοῦ ἠλεκτρικοῦ συστήματος τοῦ πλοίου καί θά εἶναι ἱκαναί, ὑπό πάσας τάς περιστάσεις, νά τίθενται ἀμέσως εἰς λειτουργίαν καί νά τροφοδοτοῦν τόν ἐφεδρικόν πομπόν καί δέκτην ἐπί ἕξ τοὐλάχιστον συνεχεῖς ὥρας ὑπό κανονικάς συνθήκας λειτουργίας, προσέτι δέ, νά ἀνταποκρίνωνται εἰς οἱονδήποτε τῶν προσθέτων φορτίων τῶν ἀναφερομένων εἰς τάς παραγράφους (ιγ) καί (ιδ) τοῦ παρόντος Κανονισμοῦ.*

(ιι) Ἡ ἐφεδρική πηγή ἐνεργείας ἀπαιτεῖται ὅπως εἶναι ἐπαρκοῦς ἱκανότητος ἵνα ἐξασφαλίζῃ συγχρόνως τήν λειτουργίαν τοῦ ἐφεδρικοῦ πομποῦ καί τῆς ἐγκαταστάσεως VHF, ὅτε ὑφίσταται τοιαύτη, ἐπί χρονικήν διάρκειαν τοὐλάχιστον ἕξ ὡρῶν, ἐάν ὑφίσταται συσκευή διακόπτου ἐξασφαλίζοντος ἐναλλακτικήν λειτουργίαν μόνον. Ἡ χρησιμοποίησις τῆς ἐφεδρικῆς πηγῆς ἐνεργείας διά τό VHF δέον ὅπως περιορίζεται διά τάς περιπτώσεις κινδύνου, ἐπείγοντος, καί ἐπικοινωνίας σχετικάς πρός τήν ἀσφάλειαν. Ἐναλλακτικῶς, ἰδιαιτέρα πηγή ἐφεδρικῆς ἐνεργείας δύναται νά προβλέπεται διά τήν ἐγκατάστασιν VHF.

(ιγ) Ἡ ἐφεδρική πηγή ἐνεργείας θά χρησιμοποιῆται ὅπως τροφοδοτῇ τήν ἐφεδρικήν ἐγκατάστασιν καί τό μέσον χειρισμοῦ ἐκπομπῆς τοῦ αὐτομάτου σήματος κινδύνου τοῦ καθοριζομένου εἰς τήν παράγραφον (ιη) τοῦ παρόντος Κανονισμοῦ, ἐάν λειτουργῇ ἠλεκτρικῶς.

Ἡ ἐφεδρική πηγή ἐνεργείας δύναται ἐπίσης νά χρησιμοποιῆται ὅπως τροφοδοτῇ.

(ι) Τήν συσκευήν αὐτομάτου σήματος κινδύνου.

(ιι) Τόν φωτισμόν κινδύνου τόν καθοριζόμενον εἰς τήν παράγραφον (ζ) τοῦ Κανονισμοῦ 9 τοῦ παρόντος Κεφαλαίου.

(ιιι) Τό ραδιογωνιόμετρον.

(ιν) Τήν ἐγκατάστασιν VHF.

(ν) Τήν συσκευήν παραγωγῆς ραδιοτηλεφωνικοῦ σήματος κινδύνου, ἐάν ὑφίσταται.

(νι) Πᾶν μέσον καθοριζόμενον ὑπό τοῦ Κανονισμοῦ Ραδιοεπικοινωνίας ἐπιτρέπον τήν ἐναλλαγήν ἀπό τῆς ἐκπομπῆς εἰς τήν λῆψιν καί ἀντιστρόφως. Ὑπό τήν ἐπιφύλαξιν τῶν διατάξεων τῆς παραγράφου (ιδ) τοῦ παρόντος Κανονισμοῦ ἡ ἐφεδρική πηγή ἐνεργείας δέν θά χρησιμοποιῆται ἄλλως παρά διά τούς σκοπούς τούς καθοριζομένους εἰς τήν παροῦσαν παράγραφον.

(ιδ) Παρά τάς διατάξεις τῆς παραγράφου (ιγ) τοῦ παρόντος Κανονισμοῦ ἡ Ἀρχή δύναται νά ἐπιτρέψῃ τήν χρησιμοποίησιν ἐπί φορτηγῶν πλοίων τῆς ἐφδρικῆς πηγῆς ἐνεργείας διά μικρόν ἀριθμόν κυκλωμάτων κινδύνου χαμηλῆς ἰσχύος ἐξ ὁλοκλήρου ἐντοπισμένων εἰς τό ἀνώτερον μέρος τοῦ πλοίου, ὡς ὁ φωτισμός κινδύνου ἐπί τοῦ καταστρώματος λέμβων, ὑπό τόν ὅρον ὅπως ταῦτα δύνανται νά ἀποσυνεθῶσιν εὐχερῶς ἐάν παρίσταται ἀνάγκη καί ἡ πηγή ἐνεργείας εἶναι ἱκανότητος ἐπαρκοῦς νά βαστάζῃ τό πρόσθετον φορτίον ἤ φορτία.

(ιε) Ἡ ἐφεδρική πηγή ἐνεργείας καί ὁ πίναξ διανομῆς αὐτῆς θά εἶναι τοποθετημένα ὅσον εἶναι πρακτικῶς δυνατόν ὑψηλότερον ἐν τῷ πλοίῳ καί εὐκόλως προσιτά εἰς τόν ἀξιωματικόν ἀσυρματιστήν. Ὁ πίναξ διανομῆς θά τοποθετῆται ἐάν εἶναι δυνατόν, ἐντός σταθμοῦ ἀσυρμάτου. Ἐάν ὄχι, θά εἶναι ἐφωδιασμένος μέ μέσον φωτισμοῦ.

(ιστ) Ὅταν τό πλοῖον εὑρίσκεται ἐν πλῷ, αἱ συστοιχίαι συσσωρευτῶν, εἴτε ἀποτελοῦν μέρος τῆς κυρίας ἐγκαταστάσεως, εἴτε τῆς ἐφεδρικῆς ἐγκαταστάσεως θά φορτίζωνται καθ' ἑκάστην ἡμέραν εἰς τήν κανονικήν πλήρη φόρτισιν.

(ιζ) Θά λαμβάνωνται ὅλα τά μέτρα διά τήν κατά τό δυνατόν ἐξάλειψιν τῶν αἰτιῶν καί τήν καταστολήν τῶν παρεμβολῶν ἀσυρμάτου ἐκ τῶν ἐπί τοῦ πλοίου ἠλεκτρικῶν καί ἄλλων συσκευῶν. Ἐάν εἶναι ἀναγκαῖον, θά λαμβάνωνται μέτρα πρός ἐξασφάλισιν ὅτι αἱ κεραῖαι αἱ συνδεόμεναι εἰς τούς δέκτας ραδιοφωνίας δέν θά ἐμποδίζουν τήν ἱκανοποιητικήν ἤ ἀκριβῆ λειτουργίαν τῆς ραδιοτηλεγραφικῆς ἐγκαταστάσεως. Εἰδική προσοχή θά δίδεται εἰς τήν ἀπαίτησιν ταύτην κατά τήν σχεδίασιν νέων πλοίων.

(ιη) Ἐπιπροσθέτως πρός τό μέσον διά τήν διά τῆς χειρός ἐκπομπήν τοῦ ραδιοτηλεγραφικοῦ σήματος κινδύνου, θά ὑπάρχῃ ἕν μέσον αὐτομάτου χειρισμοῦ τῆς συσκευῆς αὐτομάτου σήματος κινδύνου, δυνάμενον νά θέτῃ εἰς λειτουργίαν τόν κύριον καί τόν ἐφεδρικόν πομπόν διά τήν ἐκπομπήν τοῦ ραδιοτηλεγραφικοῦ σήματος κινδύνου. Τό μέσον τοῦτο θά δύναται νά τίθεται ἀνά πάντα χρόνον ἐκτός λειτουργίας, ἵνα ἐπιτρέπῃ τόν ἄμεσον χειρισμόν τοῦ πομποῦ διά τῆς χειρός. Ἐάν τό μέσον τοῦτο λειτουργῇ ἠλεκτρικῶς, δέον νά δύναται νά λειτουργῇ ἐκ τῆς ἐφεδρικῆς πηγῆς ἐνεργείας.

(ιθ) Ὅταν τό πλοῖον εὑρίσκεται ἐν πλῷ, ὁ ἐφεδρικός πομπός, ἐάν δέν χρησιμοποιῆται δι' ἐπικοινωνίαν, θά δοκιμάζεται καθημερινῶς διά χρησιμοποιήσεως μιᾶς καταλλήλου τεχνητῆς κεραίας καί ἅπαξ τοὐλάχιστον κατά ταξίδιον διά χρησιμοποιήσεως τῆς ἐφεδρικῆς κεραίας, ἐάν ὑπάρχῃ τοιαύτη. Ἡ ἐφεδρική πηγή ἐνεργείας θά δοκιμάζεται ἐπίσης καθημερινῶς.

(κ) Ὅλαι αἱ συσκευαί, αἱ ἀποτελοῦσαι μέρος τῆς ραδιοτηλεγραφικῆς ἐγκαταστάσεως, θά εἶναι ἀσφαλοῦς λειτουργίας καί θά εἶναι κατεσκευασμέναι κατά τρόπον ὥστε νά εἶναι εὐκόλως προσιταί διά σκοπούς συντηρήσεως.

(κα) Παρά τάς διατάξεις τοῦ Κανονισμοῦ 4 τοῦ παρόντος Κεφαλαίου, ἡ Ἀρχή δύναται, εἰς τήν περίπτωσιν φορτηγῶν πλοίων ὁλικῆς χωρητικότητος κατωτέρας τῶν 1.600 κόρων, νά ἀπαλλάξῃ τῆς ἐφαρμογῆς πασῶν τῶν ἀπαιτήσεων τοῦ Κανονισμοῦ 9 τοῦ Κεφαλαίου τούτου καί τοῦ παρόντος Κανονισμοῦ, ὑπό τόν ὅρον ὅπως ἐν οὐδεμιᾷ περιπτώσει ἡ ποιότης τοῦ σταθμοῦ ἀσυρμάτου εἶναι κατωτέρα τῆς ἰσοδυνάμου πρός τήν καθοριζομένην ὑπό τοῦ Κανονισμοῦ 15 καί τοῦ Κανονισμοῦ 16 τοῦ παρόντος Κεφαλαίου διά σταθμούς ραδιοτηλεφωνίας, καθ' ὅσον εἶναι ἐφαρμόσιμοι. Εἰδικῶς, εἰς τήν περίπτωσιν φορτηγῶν πλοίων ὁλικῆς χωρητικότητος 300 κόρων καί ἄνω ἀλλά κάτω τῶν 500 κόρων ὁλικῆς χωρητικότητος, ἡ Ἀρχή δύναται νά μή ἀπαιτήσῃ:

(ι) Τόν ἐφεδρικόν δέκτην.

(ιι) Τήν ἐφεδρικήν πηγήν ἐνεργείας εἰς τάς ὑπαρχούσας ἐγκαταστάσεις.

(ιιι) Τήν προστασίαν τῆς κυρίας κεραίας ἔναντι θραύσεως ἐκ κραδασμῶν.

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* Πρός τόν σκοπόν καθορισμοῦ τοῦ ἠλεκτρικοῦ φορτίου τό ὁποῖον δέον νά παρέχῃ ἡ ἐφεδρική πηγή ἐνεργείας, συνιστᾶται ἐνδεικτικῶς ὁ ἀκόλουθος τύπος:

½ τῆς καταναλώσεως ρεύματος μέ χειριστήριον κάτω (σῆμα)

\+ ½ τῆς καταναλώσεως ρεύματος τοῦ πομποῦ μέ χειριστήριον ἄνω (διάλειμμα)

\+ κατανάλωσις ρεύματος τοῦ δέκτου καί τῶν προσθέτων κυκλωμάτων τῶν συνδεδεμένων μετά τῆς ἐφεδρικῆς πηγῆς ἐνεργείας.

(ιv) Τά μέσα ἐπικοινωνίας μεταξύ τοῦ σταθμοῦ ἀσυρμάτου καί τῆς γέφυρας νά εἶναι ἀνεξάρτητα τοῦ κυρίου συστήματος ἐπικοινωνίας.

(v) Τήν ἐμβέλειαν τοῦ δέκτου νά εἶναι μεγαλυτέρα τῶν 75 μιλίων

Κανονισμός 11

Ραδιοτηλεγραφικόν Αὐτόματον Σῆμα Κινδύνου.

(α) Πᾶσα συσκευή αὐτομάτου σήματος κινδύνου ἐγκαθισταμένη μετά τήν 26ην Μαΐου 1965 θά πληροῖ κατ' ἐλάχιστον τάς ἀκολούθους διατάξεις:

(ι) 'Εν ἀπουσίᾳ παρεμβολῆς παντός εἴδους, θά εἶναι ἱκανή νά τίθεται εἰς λειτουργίαν ἄνευ ρυθμίσεως διά χειρός, ὑπό παντός ραδιοτηλεγραφικοῦ σήματος κινδύνου μεταδιδομένου ἐπί τῆς ραδιοτηλεγραφικῆς συχνότητος κινδύνου ὑπό παρακτίου σταθμοῦ, ὑπό πομποῦ κινδύνου πλοίου ἤ σωστικοῦ πλωτοῦ μέσου, λειτουργοῦντος συμφώνως πρός τούς Κανονισμούς Ραδιοεπικοινωνίας, ὑπό τόν ὅρον ὅπως ἡ τάσις τοῦ σήματος εἰς τήν εἴσοδον τοῦ δέκτου εἶναι ἀνωτέρα τῶν 100 μικροβόλτ καί κατωτέρα τοῦ 1 βόλτ.

(ιι) 'Εν ἀπουσίᾳ παρεμβολῆς παντός εἴδους, θά τίθεται εἰς λειτουργίαν ἀπό τρεῖς ἤ τέσσαρες διαδοχικάς παύλας ὅταν αἱ παῦλαι ποικίλλουν εἰς μῆκος ἀπό 3,5 μέχρι ὅσον τό δυνατόν πλησιέστερον τῶν 6 δευτερολέπτων καί τά διαλείμματα ποικίλλουν εἰς μῆκος μεταξύ 1,5 δευτερολέπτων καί τῆς κατωτάτης πρακτικῶς δυνατῆς τιμῆς, κατα προτίμησιν οὐχί μεγαλυτέρας τῶν 10 χιλιοστῶν τοῦ δευτερολέπτου.

(ιιι) Δέν θά τίθεται εἰς λειτουργίαν ὑπό ἀτμοσφαιρικῶν παρασίτων ἤ ὑπό ἑτέρου σήματος πλήν τοῦ ραδιοτηλεγραφικοῦ σήματος κινδύνου, ἐφ' ὅσον τά λαμβανόμενα σήματα δέν ἀποτελοῦν πραγματικῶς σῆμα ἐμπίπτον μεταξύ τῶν ὁρίων ἀνοχῆς τῶν ὁριζομένων εἰς τό ἐδάφιον (ιι).

(ιv) 'Η ἐπιλεκτικότης τῆς συσκευῆς αὐτομάτου σήματος κινδύνου θά εἶναι τοιαύτη ὥστε νά παρουσιάζῃ μίαν πρακτικῶς ὁμοιόμορφον εὐαισθησίαν ἐπί τῆς ζώνης ἐκτεινομένης οὐχί ὀλιγώτερον τῶν 4 KHZ καί οὐχί περισσότερον τῶν 8 KHZ ἑκατέρωθεν τῆς ραδιοτηλεγραφικῆς συχνότητος κινδύνου καί νά παρουσιάζῃ ἐξωτερικῶς τῆς ζώνης ταύτης εὐαισθησίαν ἥτις μειοῦται ὅσον τό δυνατόν ταχέως συμφώνως πρός τούς ἀρίστους κανόνας τῆς τεχνικῆς.

(v) 'Εάν εἶναι πρακτικῶς δυνατόν, ἡ συσκευή αὐτομάτου σήματος κινδύνου θά ρυθμίζεται ἀφ' ἑαυτῆς αὐτομάτως ἐν παρουσίᾳ ἀτμοσφαιρικῶν παρασίτων ἤ παρεμβαλλομένων σημάτων, οὕτως ὥστε εἰς διάστημα λογικῶς βραχύ νά πλησιάζῃ τάς συνθήκας εἰς τάς ὁποίας τό ραδιοτηλεγραφικόν σῆμα κινδύνου δύναται τό εὐκολώτερον νά γίνῃ διακριτόν.

(vι) 'Οταν τίθεται εἰς λειτουργίαν ὑπό ραδιοτηλεγραφικοῦ σήματος κινδύνου ἤ εἰς περίπτωσιν βλάβης τῆς συσκευῆς, ἡ συσκευή αὐτομάτου σήματος κινδύνου θά παράγῃ συνεχές εἰδοποιητικόν σῆμα ἀκουόμενον εἰς τόν θάλαμον ἀσυρμάτου, εἰς τόν κοιτωνίσκον τοῦ ἀξιωματικοῦ ἀσυρματιστοῦ καί εἰς τήν γέφυραν. 'Εάν εἶναι πρακτικῶς δυνατόν, θά δίδεται ἐπίσης εἰδοποιητικόν σῆμα εἰς περίπτωσιν βλάβης οἱουδήποτε μέρους ὁλοκλήρου τοῦ συστήματος λήψεως σήματος κινδύνου. Εἷς μόνον διακόπτης θά ὑπάρχῃ διά τήν διακοπήν τοῦ εἰδοποιητικοῦ σήματος καί οὗτος θά εὑρίσκεται ἐντός τοῦ σταθμοῦ ἀσυρμάτου.

(vιι) Πρός τόν σκοπόν τακτικῶν δοκιμῶν τῆς συσκευῆς αὐτομάτου σήματος κινδύνου, ἡ συσκευή θά περιλαμβάνῃ μίαν γεννήτριαν ἐκ τῶν προτέρων ρυθμισμένην εἰς τήν ραδιοτηλεγραφικήν συχνότητα κινδύνου καί ἕν μέσον χειρισμοῦ διά τοῦ ὁποίου νά παράγεται ραδιοτηλεγραφικόν σῆμα κινδύνου τῆς ἐλαχίστης τάσεως τῆς ὁριζομένης εἰς τό ἐδάφιον (ι). Θά ὑπάρχῃ ἐπίσης μέσον διά τήν προσάρτησιν ἀκουστικῶν πρός τόν σκοπόν ἀκροάσεως τῶν λαμβανομένων σημάτων ὑπό τοῦ ραδιοτηλεγραφικοῦ αὐτομάτου σήματος κινδύνου.

(vιιι) 'Η συσκευή αὐτομάτου σήματος κινδύνου θά εἶναι ἱκανή νά ἀντέχῃ εἰς τούς κραδασμούς, τήν ὑγρασίαν καί τάς μεταβολάς τῆς θερμοκρασίας, τάς ἀντιστοιχούσας εἰς τάς δυσμενεῖς συνθήκας τάς ὑπαρχούσας ἐπί τῶν πλοίων ἐν θαλάσσῃ καί δέον νά ἐξακολουθῇ νά λειτουργῇ ὑπό τοιαύτας συνθήκας.

(β) Πρό τῆς ἐγκρίσεως νέου τύπου συσκευῆς αὐτομάτου σήματος κινδύνου, ἡ ἐνδιαφερομένη 'Αρχή δέον νά πεισθῇ, διά πρακτικῶν δοκιμῶν ἐκτελουμένων ὑπό συνθήκας λειτουργίας ἰσοδυνάμους πρός τάς ἐν τῇ πράξει, ὅτι ἡ συσκευή πληροῖ τούς ὅρους τῆς παραγράφου (α) τοῦ παρόντος Κανονισμοῦ.

(γ) Εἰς πλοῖα ἐφωδιασμένα διά συσκευῆς αὐτομάτου σήματος κινδύνου, ἡ ἀποδοτικότης αὐτῆς θά δοκιμάζεται ὑπό ἀξιωματικοῦ ἀσυρματιστοῦ τοὐλάχιστον ἅπαξ κατά 24ωρον ἐν πλῷ. 'Εάν αὕτη δέν εἶναι εἰς κατάστασιν λειτουργίας, ὁ ἀξιωματικός ἀσυρματιστής θά ἀναφέρῃ τοῦτο εἰς τόν πλοίαρχον ἤ εἰς τόν ἐν τῇ γέφυρᾳ ἀξιωματικόν φυλακῆς.

(δ) Εἷς ἀξιωματικός ἀσυρματιστής θά ἐλέγχῃ περιοδικῶς τήν καλήν λειτουργίαν τῆς συσκευῆς αὐτομάτου δέκτου σήματος κινδύνου συνδεδεμένης μετά τῆς κανονικῆς κεραίας, δι' ἀκροάσεως σημάτων καί συγκρίσεως τούτων πρός ὅμοια σήματα ληφθέντα διά τῆς κυρίας ἐγκαταστάσεως ἐπί τῆς ραδιοτηλεγραφικῆς συχνότητος κινδύνου.

(ε) 'Οσον εἶναι πρακτικῶς δυνατόν, ἡ συσκευή αὐτομάτου σήματος κινδύνου, ὅταν εἶναι συνδεδεμένη εἰς κεραίαν, δέν θά ἐπηρεάζῃ τήν ἀκρίβειαν τοῦ ραδιογωνιομέτρου.

Κανονισμός 12

Ραδιογωνιόμετρα

(α) (ι) 'Η συσκευή ραδιογωνιομέτρου ἡ ἀπαιτουμένη ὑπό τοῦ κανονισμοῦ 12 τοῦ Κεφαλαίου V θά πρέπει νά εἶναι καλῆς ἀποδόσεως καί ἱκανή νά δέχεται σήματα μέ ἐλάχιστον θόρυβον τοῦ δέκτου καί νά λαμβάνῃ διοπτεύσεις ἐκ τῶν ὁποίων νά δύνανται νά καθορίζωνται ἡ ἀληθής διόπτευσις καί ἡ διεύθυνσις.

(ιι) Θά εἶναι ἱκανή νά δέχεται σήματα ἐπί τῶν ραδιοτηλεγραφικῶν συχνοτήτων τῶν προσδιοριζομένων ὑπό τῶν Κανονισμῶν Ραδιοεπικοινωνίας διά τάς περιπτώσεις κινδύνου καί ραδιογωνιομετρήσεως καθώς καί τῶν ναυτιλιακῶν ραδιοφάρων.

(ιιι) 'Εν ἀπουσίᾳ παρεμβολῶν, ἡ συσκευή ραδιογωνιομέτρου θά ἔχῃ ἀρκετήν εὐαισθησίαν ἵνα ἐπιτρέπῃ τήν λῆψιν ἀκριβῶν διοπτεύσεων ἐπί σήματος ἔχοντος τάσιν τόσον χαμηλήν ὅσον 50 μικροβόλτ ἀνά μέτρον.

(ιv) 'Οσον εἶναι πρακτικῶς δυνατόν, ἡ συσκευή ραδιογωνιομέτρου θά εἶναι οὕτω τοποθετημένη ὥστε, ὅσον τό δυνατόν ὀλιγώτεραι παρεμβολαί ἐκ μηχανικῶν ἤ ἑτέρων θορύβων νά προξενοῦνται εἰς τόν ἀκριβῆ καθορισμόν τῶν διοπτεύσεων.

(v) 'Οσον εἶναι πρακτικῶς δυνατόν, τό σύστημα τῆς κεραίας τοῦ

ραδιογωνιομέτρου θά είναι έγκατεστημένον κατά τοιοῦτον τρόπον ὥστε ὁ ἀκριβὴς καθορισμός τῶν διοπτεύσεων νά ἐμποδίζεται ὅσον τό δυνατόν ὀλιγώτερον ἐκ τῆς ἀμέσου γειτνιάσεως πρός ἄλλας κεραίας, φορτωτῆρας, συρμάτινα ἀγόμενα ἢ ἕτερα ὀγκώδη μεταλλικά ἀντικείμενα.

(vi) Θά προβλέπεται ἀποδοτικόν δίπλευρον μέσον ἐπικοινωνίας κλήσεως καί ὁμιλίας μεταξύ τοῦ ραδιογωνιομέτρου καί τῆς γεφύρας.

(vii) Ὅλα τά ραδιογωνιόμετρα θά διαμετρῶνται κατά τήν πρώτην ἐγκατάστασιν κατά τρόπον ἱκανοποιοῦντα τήν Ἀρχήν. Ἡ διαμέτρησις θά ἐξακριβοῦται διά λήψεως διοπτεύσεων ἐλέγχου ἢ δι' ἐκτελέσεως νέας διαμετρήσεως ὁσάκις λαμβάνουν χώραν μεταβολαί τῆς θέσεως οἱασδήποτε κεραίας ἢ οἱουδήποτε κατασκευάσματος ἐπί τοῦ καταστρώματος, αἵτινες θά ἠδύναντο νά ἐπηρεάσουν αἰσθητῶς τήν ἀκρίβειαν τοῦ ραδιογωνιομέτρου. Τά χαρακτηριστικά τῆς διαμετρήσεως θά ἐλέγχωνται κατ' ἔτος ἢ κατά χρονικά διαστήματα ὅσον τό δυνατόν ἐγγύτερον τοῦ ἑνός ἔτους. Θά γίνεται καταχώρησις τῶν διαμετρήσεων καί ὅλων τῶν γενομένων ἐλέγχων ἐπί τῆς ἀκριβείας αὐτῶν.

(β) (i) Ἡ ραδιοεντοπιστική συσκευή ἐπί τῆς ραδιοτηλεφωνικῆς συχνότητος κινδύνου δέον ὅπως δύναται νά λαμβάνῃ γωνιομετρικάς διοπτεύσεις εἰς τήν συχνότητα ταύτην ἄνευ παρανοήσεων ὡς πρός τήν ἔννοιαν ἐντός τόξου 30 μοιρῶν ἐκτεινομένου ἑκατέρωθεν τῆς πρώρας.

(ii) Κατά τήν ἐγκατάστασιν καί δοκιμήν τῆς συσκευῆς ἥτις ἀναφέρεται εἰς τήν παροῦσαν παράγραφον δέον ὅπως λαμβάνεται ὑπ' ὄψιν ἡ σχετική σύστασις τῆς Διεθνοῦς Συμβουλευτικῆς Ἐπιτροπῆς Ἀσυρμάτου (C.C.I.R.)

(iii) Θά λαμβάνωνται ὅλα τά λογικῶς δυνατά μέτρα ἵνα ἐξασφαλισθῇ ἡ ραδιοεντοπιστική ἱκανότης ἥτις ἀπαιτεῖται ὑπό τῆς παρούσης παραγράφου. Εἰς περιπτώσεις κατά τάς ὁποίας συνεπείᾳ τεχνικῶν δυσχερειῶν ἡ ἱκανότης ραδιοεντοπισμοῦ δέν εἶναι δυνατόν νά ἐπιτευχθῇ, αἱ Ἀρχαί δύνανται νά δίδουν ἐξαιρέσεις εἰς συγκεκριμένα πλοῖα ἐκ τῶν ἀπαιτήσεων τῆς παρούσης παραγράφου.

Κανονισμός 13

Ραδιοτηλεγραφικαί Συσκευαί ἐπί τῶν μετά Κινητῆρος Σωσιβίων Λέμβων

(α) Ἡ ραδιοτηλεγραφική ἐγκατάστασις ἡ ἀπαιτουμένη ὑπό τοῦ Κανονισμοῦ 14 τοῦ Κεφαλαίου III θά περιλαμβάνῃ ἕνα πομπόν, ἕνα δέκτην καί μίαν πηγήν ἐνεργείας. Θά εἶναι κατασκευασμένη κατά τοιοῦτον τρόπον ὥστε νά δύναται νά χρησιμοποιῆται εἰς περίπτωσιν κινδύνου ὑπό μή πεπειραμένου προσώπου.

(β) Ὁ πομπός θά δύναται νά ἐκπέμπῃ ἐπί τῆς ραδιοτηλεγραφικῆς συχνότητος κινδύνου χρησιμοποιῶν μίαν κατηγορίαν ἐκπομπῆς καθοριζομένην ὑπό τῶν Κανονισμῶν Ραδιοεπικοινωνίας διά τήν συχνότητα ταύτην. Ὁ πομπός θά εἶναι ἐπίσης ἱκανός νά ἐκπέμπῃ ἐπί τῆς συχνότητος καί νά χρησιμοποιῇ μίαν κατηγορίαν ἐκπομπῆς ἐκ τῶν καθοριζομένων ὑπό τῶν Κανονισμῶν Ραδιοεπικοινωνίας πρός χρῆσιν τῶν πλωτῶν σωστικῶν μέσων εἰς τάς ζώνας μεταξύ 4.000 kHz καί 27500 kHz.

(γ) Ἐάν καθορίζεται διαμορφουμένη ἐκπομπή ὑπό τῶν Κανονισμῶν Ραδιοεπικοινωνίας, ὁ πομπός θά ἔχῃ ποσοστόν τοὐλάχιστον 70 τοῖς ἑκατόν καί συχνότητα διαμορφώσεως μεταξύ 450 καί 1.350 κύκλων.

(δ) Ἐπί πλέον τοῦ χειριστηρίου διά ἐκπομπάς διά τῆς χειρός, ὁ πομπός θά ἐφοδιάζεται δι' αὐτομάτου μέσου χειρισμοῦ διά τήν ἐκπομπήν ραδιοτηλεγραφικῶν σημάτων εἰδοποιητικοῦ καί κινδύνου.

(ε) Ἐπί τῆς ραδιοτηλεγραφικῆς συχνότητος κινδύνου, ὁ πομπός θά ἔχῃ ἐλαχίστην ἐμβέλειαν (ὡς αὕτη καθορίζεται εἰς τήν παράγραφον (ζ) τοῦ Κανονισμοῦ 10 τοῦ παρόντος Κεφαλαίου) 25 μιλίων ὅταν χρησιμοποιῇ τήν σταθεράν κεραίαν*.

(στ) Ὁ δέκτης θά εἶναι ἱκανός νά λαμβάνῃ ἐπί τῆς ραδιοτηλεγραφικῆς συχνότητος κινδύνου καί εἰς τάς κατηγορίας ἐκπομπῆς τάς καθοριζομένας ὑπό τῶν Κανονισμῶν Ραδιοεπικοινωνίας διά τήν συχνότητα ταύτην.

(ζ) Ἡ πηγή ἐνεργείας θά ἀποτελῆται ἐκ μιᾶς συστοιχίας συσσωρευτῶν ἐπαρκοῦς χωρητικότητος, ὥστε νά τροφοδοτῇ τόν πομπόν ἐπί τέσσαρας συνεχεῖς ὥρας ὑπό κανονικάς συνθήκας λειτουργίας. Ἐάν ἡ συστοιχία εἶναι τύπου ἀπαιτοῦντος φόρτισιν, θά ὑπάρχουν μέσα διά τήν φόρτισιν ταύτης ἐκ τῆς ἠλεκτρικῆς ἐνεργείας τοῦ πλοίου. Ἐπί πλέον, θά ὑπάρχῃ μέσον φορτίσεως ταύτης μετά τήν καθαίρεσιν τῆς σωσιβίου λέμβου εἰς τήν θάλασσαν.

(η) Ἐάν ἡ ἐνέργεια διά τήν ραδιοτηλεγραφικήν ἐγκατάστασιν καί τόν προβολέα τόν ἀπαιτούμενον ὑπό τοῦ Κανονισμοῦ 14 τοῦ Κεφαλαίου III χορηγῆται ὑπό τῆς αὐτῆς συστοιχίας, θά ἔχῃ αὕτη ἐπαρκῆ χωρητικότητα ὥστε νά ἐπαρκῇ διά τό ἐπιπρόσθετον φορτίον τοῦ προβολέως.

(θ) Θά ὑπάρχῃ κεραία σταθεροῦ τύπου καθώς καί τά μέσα στηρίξεως ταύτης εἰς τό μέγιστον πρακτικῶς δυνατόν ὕψος. Ἐπί πλέον, θά ὑπάρχῃ μία κεραία ὑποβασταζομένη ὑπό χαρταετοῦ ἢ ἀεροστάτου, ἐάν τοῦτο εἶναι πρακτικῶς δυνατόν.

(ι) Κατά τήν διάρκειαν τοῦ πλοῦ καί καθ' ἑβδομάδα εἷς ἀξιωματικός ἀσυρματιστής θά δοκιμάζῃ τόν πομπόν χρησιμοποιῶν κατάλληλον τεχνητήν κεραίαν καί θά φορτίζῃ τήν συστοιχίαν εἰς πλήρη φόρτισιν ἐάν αὕτη εἶναι τύπου ἀπαιτοῦντος ἐπαναφόρτισιν.

Κανονισμός 14

Φορηταί Ραδιοτηλεγραφικαί Συσκευαί διά τά Πλωτά Σωστικά Μέσα

(α) Ἡ ἀπαιτουμένη ὑπό τοῦ Κανονισμοῦ 13 τοῦ Κεφαλαίου III συσκευή θά περιλαμβάνῃ ἕνα πομπόν, ἕνα δέκτην, μίαν κεραίαν καί μίαν πηγήν ἐνεργείας. Θά εἶναι κατεσκευασμένη κατά τοιοῦτον τρόπον ὥστε νά δύναται νά χρησιμοποιῆται εἰς περίπτωσιν κινδύνου ὑπό μή πεπειραμένου προσώπου.

(β) Ἡ συσκευή θά εἶναι εὐχερῶς φορητή, ὑδατοστεγής, ἱκανή νά ἐπιπλέῃ ἐν θαλασσίῳ ὕδατι καί δυναμένη νά ρίπτεται εἰς τήν θάλασσαν χωρίς νά ὑποστῇ ζημίαν. Αἱ νέαι συσκευαί θά εἶναι, ὅσον εἶναι πρακτικῶς δυνατόν, ἐλαφραί καί συμπαγεῖς καί θά δύνανται κατά προτίμησιν νά χρησιμοποιοῦνται τόσον εἰς τάς σωσιβίους λέμβους, ὅσον καί εἰς τάς σωσιβίους σχεδίας.

(γ) Ὁ πομπός θά εἶναι ἱκανός νά ἐκπέμπῃ ἐπί τῆς ραδιοτηλεγραφικῆς συχνότητος κινδύνου χρησιμοποιῶν μίαν κατηγορίαν ἐκπομπῆς καθοριζομένην ὑπό τῶν

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* Ἐν ἐλλείψει μετρήσεως τῆς ἐντάσεως τοῦ πεδίου, δύναται νά γίνῃ δεκτόν ὅτι ἡ ἐμβέλεια αὕτη, θά ἐπιτευχθῇ ἐάν τό γινόμενον τοῦ ὕψους τῆς κεραίας ὑπεράνω τῆς ἐπιφανείας τῆς θαλάσσης ἐπί τήν ἔντασιν ρεύματος τῆς κεραίας (Τιμή R.M.R.) εἶναι 10 μέτρα-ἀμπέρ.

Κανονισμῶν Ραδιοεπικοινωνίας διά τήν συχνότητα ταύτην, καθώς καί νά ἐκπέμπη ἐπί τῆς ραδιοτηλεγραφικῆς συχνότητος καί νά χρησιμοποιῆ μίαν κατηγορίαν ἐκπομπῆς καθοριζομένην ὑπό τῶν Κανονισμῶν Ραδιοεπικοινωνίας διά τά πλωτά σωστικά μέσα εἰς τάς ζώνας μεταξύ 4.000 kHz καί 27.500 kHz. 'Η 'Αρχή δύναται ἐν τούτοις νά ἐπιτρέψη ὅπως ὁ πομπός εἶναι ἱκανός νά ἐκπέμπη ἐπί τῆς ραδιοτηλεφωνικῆς συχνότητος κινδύνου καί νά χρησιμοποιῆ τήν κατηγορίαν ἐκπομπῆς τήν καθοριζομένην ὑπό τῶν Κανονισμῶν Ραδιοεπικοινωνίας διά τήν συχνότητα ταύτην, ἐναλλακτικῶς ἤ ἐπιπροσθέτως τῆς ἐκπομπῆς ἐπί τῆς ραδιοτηλεγραφικῆς συχνότητος τῆς καθοριζομένης ὑπό τῶν Κανονισμῶν Ραδιοεπικοινωνίας διά πλωτά σωστικά μέσα εἰς τάς ζώνας μεταξύ 4.000 kHz καί 27.500 kHz.

(δ) 'Εάν καθορίζεται διαμορφουμένη ἐκπομπή ὑπό τῶν Κανονισμῶν Ραδιοεπικοινωνίας, ὁ πομπός θά ἔχη ποσοστόν διαμορφώσεως τοὐλάχιστον 70 τοῖς ἑκατόν καί εἰς τήν περίπτωσιν ραδιοτηλεγραφικῆς ἐκπομπῆς θά ἔχη συχνότητα διαμορφώσεως μεταξύ 450 καί 1.350 κύκλων.

(ε) 'Επί πλέον τοῦ χειριστηρίου διά ἐκπομπάς διά τῆς χειρός, ὁ πομπός θά ἐφοδιάζεται δι' αὐτομάτου μέσου χειρισμοῦ διά τήν ἐκπομπήν σημάτων εἰδοποιητικοῦ καί κινδύνου. 'Εάν ὁ πομπός δύναται νά ἐκπέμπη ἐπί τῆς ραδιοτηλεφωνικῆς συχνότητος κινδύνου θά ἐφοδιάζεται δι' αὐτομάτου μέσου, πληροῦντος τάς ἀπαιτήσεις τῆς παραγράφου (ε) τοῦ Κανονισμοῦ 16 τοῦ παρόντος Κεφαλαίου, διά τήν ἐκπομπήν τοῦ ραδιοτηλεφωνικοῦ σήματος κινδύνου.

(στ) 'Ο δέκτης θά εἶναι ἱκανός νά λαμβάνη ἐπί τῆς ραδιοτηλεγραφικῆς συχνότητος κινδύνου καί εἰς τάς κατηγορίας ἐκπομπῆς τάς καθοριζομένας ὑπό τῶν Κανονισμῶν Ραδιοεπικοινωνίας διά τήν συχνότητα ταύτην. 'Εάν ὁ πομπός εἶναι ἱκανός νά ἐκπέμπη ἐπί τῆς ραδιοτηλεφωνικῆς συχνότητος κινδύνου, ὁ δέκτης θά εἶναι ὁμοίως ἱκανός νά λαμβάνη ἐπί τῆς συχνότητος ταύτης καί εἰς τήν κατηγορίαν ἐκπομπῆς τήν καθοριζομένην ὑπό τῶν Κανονισμῶν Ραδιοεπικοινωνίας διά τήν συχνότητα ταύτην.

(ζ) 'Η κεραία θά εἶναι, εἴτε αὐτοστηριζομένη, εἴτε θά δύναται νά ὑποστηρίζεται ὑπό τοῦ ἱστοῦ μιᾶς σωσιβίου λέμβου εἰς τό μέγιστον δυνατόν ὕψος. 'Επί πλέον, εἶναι εὐκταῖον ὅπως προβλέπεται μία κεραία ὑποβασταζομένη ὑπό χαρταετοῦ ἤ ἀεροστάτου, ἐάν τοῦτο εἶναι πρακτικῶς δυνατόν.

(η) 'Ο πομπός θά παρέχη ἐπαρκῆ ἰσχύν* ὑψηλῆς συχνότητος εἰς τήν κεραίαν τήν ἀπαιτουμένην ὑπό τῆς παραγράφου (α) τοῦ παρόντος Κανονισμοῦ καί θά τροφοδοτῆται κατά προτίμησιν ὑπό γεννητρίας κινουμένης διά τῆς χειρός. 'Εάν τροφοδοτῆται ὑπό συστοιχίας συσσωρευτῶν, ἡ συστοιχία θά πληροῖ τούς ὅρους τούς καθοριζομένους ὑπό τῆς 'Αρχῆς ἵνα ἐξασφαλίζεται ὅτι εἶναι ἀνθεκτικοῦ τύπου καί ἐπαρκοῦς χωρητικότητος.

(θ) Κατά τήν διάρκειαν τοῦ πλοῦ καί καθ' ἑβδομάδα εἷς ἀξιωματικός ἀσυρματιστής ἤ χειριστής ραδιοτηλεφωνητής, ὡς θά εἶναι πρόσφορον, θά δοκιμάζη τόν πομπόν χρησιμοποιῶν κατάλληλον τεχνητήν κεραίαν καί θά φορτίζη τήν συστοιχίαν εἰς πλήρη φόρτισιν ἐάν εἶναι τύπου ἀπαιτοῦντος ἐπαναφόρτισιν.

(ι) Διά τόν σκοπόν τοῦ παρόντος Κανονισμοῦ, ὁ ὅρος «νέα συσκευή» σημαίνει τήν συσκευήν τήν χορηγουμένην εἰς ἕν πλοῖον μετά τήν ἡμερομηνίαν ἐνάρξεως τῆς ἰσχύος τῆς παρούσης Συμβάσεως.

* Δύναται νά θεωρηθῆ ὅτι οἱ σκοποί τοῦ παρόντος Κανονισμοῦ θα ἱκανοποιοῦνται διά τῶν κατωτέρω ἀπαιτήσεων:

'Η ἰσχύς εἰσόδου εἰς τήν ἄνοδον τῆς τελικῆς διαβαθμίσεως νά εἶναι τοὐλάχιστον 10 βάττ, ἤ ἡ ἰσχύς ἐξόδου εἰς ὑψηλήν συχνότητα νά εἶναι τοὐλάχιστον 2 βάττ (ἐκπομπή A2) ἐπί συχνότητος 500 kHz ἐντος τεχνητῆς κεραίας ἐχούσης πραγματικήν ἀντίστασιν 15 Ω ἐν σειρᾷ μέ χωρητικότητα 100 × 10⁻¹² φαράντ. Τό ποσοστόν διαμορφώσεως % εἶναι τοὐλάχιστον 70 τοῖς ἑκατόν.

Κανονισμός 15

Ραδιοτηλεφωνικοί Σταθμοί

(α) 'Ο ραδιοτηλεφωνικός σταθμός θά εὑρίσκεται εἰς τό ἀνώτερον μέρος τοῦ πλοίου καί θά εἶναι τοποθετημένος οὕτως ὥστε νά προφυλάσσεται ὅσον τό δυνατόν καλλίτερον ἐκ τῶν θορύβων οἵτινες θά ἠδύναντο νά ἐμποδίζουν τήν ἀκριβῆ λῆψιν μηνυμάτων καί σημάτων.

(β) Θά ὑπάρχη κατάλληλος ἐπικοινωνία μεταξύ τοῦ ραδιοτηλεφωνικοῦ σταθμοῦ καί τῆς γεφύρας.

(γ) 'Εν ὡρολόγιον ἀσφαλοῦς λειτουργίας θά εἶναι καλῶς στερεωμένον εἰς τοιαύτην θέσιν ὥστε ὁλόκληρος ὁ δίσκος νά εἶναι εὐκόλως θεατός ἐκ τῆς θέσεως χειρισμοῦ τοῦ ραδιοτηλεφώνου.

(δ) Θά προβλέπεται φωτισμός κινδύνου ἀσφαλοῦς λειτουργίας, ἀνεξάρτητος τοῦ συστήματος τό ὁποῖον τροφοδοτεῖ τόν κανονικόν φωτισμόν τῆς ἐγκαταστάσεως ραδιοτηλεφώνου καί μονίμως ἐγκατεστημένος, οὕτως ὥστε νά εἶναι ἱκανός νά παρέχη ἐπαρκῆ φωτισμόν εἰς τά χειριστήρια λειτουργίας τῆς ραδιοτηλεφωνικῆς ἐγκαταστάσεως, εἰς τό ὡρολόγιον τό ἀπαιτούμενον ὑπό τῆς παραγράφου (γ) τοῦ παρόντος Κανονισμοῦ καί εἰς τόν πίνακα ὁδηγιῶν τόν ἀπαιτούμενον ὑπό τῆς παραγράφου (στ).

(ε) 'Εάν ἡ πηγή ἐνεργείας ἀποτελεῖται ἐκ μιᾶς ἤ περισσοτέρων συστοιχιῶν συσσωρευτῶν, ὁ ραδιοτηλεφωνικός σταθμός θά ἐφοδιάζεται διά μέσων διά τῶν ὁποίων θά ἐκτιμᾶται ἡ κατάστασις φορτίσεως.

(στ) Εἷς πίναξ ὁδηγιῶν δίδων σαφῆ περίληψιν τῆς ἀκολουθητέας διά τοῦ ραδιοτηλεφώνου διαδικασίας ἐν κινδύνῳ θά εἶναι ἀνηρτημένος εἰς καταφανῆ ἐκ τῆς θέσεως χειρισμοῦ τοῦ ραδιοτηλεφώνου θέσιν.

Κανονισμός 16

Ραδιοτηλεφωνικαί ἐγκαταστάσεις

(α) 'Η ραδιοτηλεφωνική ἐγκατάστασις θά περιλαμβάνη ὄργανα ἐκπομπῆς καί λήψεως καθώς καί καταλλήλους πηγάς ἐνεργείας (μνημονευόμενα εἰς τάς ἀκολούθους παραγράφους ὡς «ὁ πομπός», «ὁ δέκτης», «ὁ δέκτης ραδιοτηλεφωνικῆς συχνότητος κινδύνου», καί «ἡ πηγή ἐνεργείας» ἀντιστοίχως).

(β) 'Ο πομπός θά εἶναι ἱκανός νά μεταδίδη ἐπί τῆς ραδιοτηλεφωνικῆς συχνότητος κινδύνου καί ἐπί μιᾶς τοὐλάχιστον ἑτέρας συχνότητος εἰς τάς ζώνας μεταξύ 1.605 KHZ καί 2.850 KHZ χρησιμοποιῶν τήν κατηγορίαν ἐκπομπῆς τήν καθοριζομένην ὑπό τῶν κανονισμῶν Ραδιοεπικοινωνίας διά τάς συχνότητας ταύτας.

'Υπό κανονικάς συνθήκας λειτουργίας μία ἐκπομπή διπλῆς πλευρικῆς ζώνης (D.S.B.) ἤ ἐκπομπή μονῆς πλευρικῆς ζώνης (S.S.B.) μέ πλῆρες φέρον κῦμα (π.χ. A3H), θά ἔχη ποσοστόν διαμορφώσεως τοὐλάχιστον 70% εἰς τήν μεγίστην ἔντασιν.

Διαμόρφωσις τῆς μονοπλεύρου ἐκπομπῆς (SSB) μέ μειωμένον ἤ ἐξαλειφθέν φέρον κῦμα (A3A, A3J) θά εἶναι τοιαύτη ὥστε τό ἀποτέλεσμα (ἤ τά παράγωγα) τῆς ἐνδοδιαμορφώσεως δέν θά ὑπερβαίνη τάς τιμάς αἱ ὁποῖαι δίδονται εἰς τούς Κανονισμούς Ραδιοεπικοινωνιῶν.

(γ) (ι) Εἰς τήν περίπτωσιν φορτηγῶν πλοίων ὁλικῆς χωρητικότητος 500 κόρων καί ἄνω ἀλλά μικροτέρας τῶν 1.600 κόρων, ὁ πομπός θά ἔχη ἐλαχίστην

κανονικήν έμβέλειαν 150 μιλίων δηλαδή θά είναι ίκανός νά έκπέμπη είς την έμβέλειαν* ταύτην σήματα σαφώς άντιληπτά άπό πλοίου είς πλοίον έν καιρῷ ήμέρας καί ύπό κανονικάς συνθήκας καί περιστάσεις. (Σαφώς άντιληπτά σήματα δύνανται κανονικώς νά λαμβάνωνται έάν ή τιμή R.M.S. τής έντάσεως τοῦ πεδίου τής παραγομένης είς τόν δέκτην ύπό τοῦ φέροντος μή διαμορφωμένου κύματος είναι τοὐλάχιστον 25 μικροβόλτ κατά μέτρον).

(ιι) Είς τήν περίπτωσιν φορτηγῶν πλοίων όλικής χωρητικότητος 300 κόρων καί άνω άλλά μικροτέρας τῶν 500 κόρων:

(1) διά τάς ύπαρχούσας έγκαταστάσεις ό πομπός θά έχη έλαχίστην κανονικήν έμβέλειαν 75 μιλίων τοὐλάχιστον, καί

(2) διά τάς νέας έγκαταστάσεις ό πομπός θά παρέχη είς τήν κεραίαν ίσχύν τοὐλάχιστον 15 βάττ (μή διαμορφωμένον φέρον κῦμα).

(δ) 'Ο πομπός θά είναι έφωδιασμένος διά προοριζομένου νά παράγη τό ραδιοτηλεφωνικόν σῆμα κινδύνου αὐτομάτου μέσου οὕτω πως σχεδιασμένου ὥστε νά άποφεύγηται ένεργοποίησις έκ παραδρομής.
Τό μέσον τοῦτο θά δύναται νά τίθεται έκτός λειτουργίας άνά πᾶσαν στιγμήν ἵνα έπιτρέπεται ή ἄμεσος έκπομπή σήματος κινδύνου. Δέον ὅπως ὑφίστανται διατάξεις ἵνα κατά κανονικά διαστήματα έλέγχεται ή κανονική άπόδοσις τοῦ ὡς ἄνω μέσου είς συχνότητας διαφόρους τής ραδιοτηλεφωνικής συχνότητος κινδύνου διά τής χρήσεως καταλλήλου τεχνητής κεραίας

(ε) Τό άπαιτούμενον μέσον ύπό τής παραγράφου (δ) τοῦ παρόντος Κανονισμοῦ θά πληροί τούς κατωτέρω ὅρους:

(ι) 'Η άνοχή έπί τής συχνότητος έκάστου τόνου θά είναι ± 1,5 τοίς έκατόν.

(ιι) 'Η άνοχή έπί τής διαρκείας έκάστου τόνου θά είναι ± 50 χιλιοστά τοῦ δευτερολέπτου.

(ιιι) Τό μεταξύ δύο διαδοχικῶν τόνων διάστημα δέν θά ύπερβαίνη τά 50 χιλιοστά τοῦ δευτερολέπτου.

(ιν) 'Ο λόγος εὔρους τοῦ ίσχυροτέρου τόνου πρός τόν τοῦ άσθενεστέρου τόνου θά περιλαμβάνεται μεταξύ 1 καί 1,2.

(στ) 'Ο άπαιτούμενος δέκτης ύπό τής παραγράφου (α) τοῦ παρόντος Κανονισμοῦ θά είναι ίκανός νά λαμβάνη έπί τής ραδιοτηλεφωνικής συχνότητος κινδύνου καί έπί μιᾶς ὥρας τοὐλάχιστον έτέρας συχνότητος διαθεσίμου διά τούς ναυτικούς ραδιοτηλεφωνικούς σταθμούς είς τάς ζώνας μεταξύ 1.605 KHZ καί 2.850 KHZ διά χρησιμοποιήσεως τής κατηγορίας έκπομπής τής καθοριζομένης ύπό τῶν Κανονισμῶν Ραδιοεπικοινωνίας διά τάς συχνότητας ταύτας. 'Επί πλέον, ό δέκτης θά έπιτρέπη τήν λήψιν έπί έτέρων τοιούτων συχνοτήτων καί είς τάς κατηγορίας έκπομπής τάς καθοριζομένας ύπό τῶν Κανονισμῶν Ραδιοεπικοινωνίας, ὡς αὗται χρησιμοποιοῦνται διά τήν έκπομπήν Ραδιοτηλεφωνικῶς μετεωρολογικῶν δελτίων καί έτέρων τοιούτων άνακοινώσεων σχετικῶν πρός τήν άσφάλειαν ναυσιπλοΐας, ὡς ή 'Αρχή ἤθελε κρίνει άναγκαίον. 'Ο δέκτης θά ἔχη άρκετήν εὐαισθησίαν διά νά δίδη σήματα διά μεγαφώνου ὅταν ή ἔντασις είς τήν εἴσοδον τοῦ δέκτου είναι χαμηλή μέχρι 50 μικροβόλτ.

(ζ) 'Ο χρησιμοποιούμενος δέκτης διά τήν φυλακήν έπί τής ραδιοτηλεφωνικής συχνότητος κινδύνου θά ρυθμίζεται έκ τῶν προτέρων είς τήν συχνότητα ταύτην. Θά είναι έφωδιασμένος διά συσκευής φίλτρου ή τοιαύτης ίκανής ὅπως διατηρή τό μεγάφωνον έν σιγῇ έφ' ὅσον δέν θά ὑφίσταται ραδιοτηλεφωνικόν σῆμα κινδύνου. 'Η συσκευή θά είναι ίκανή ὅπως εὐχερώς τίθεται είς λειτουργίαν καί έκτός λειτουργίας καί θά δύναται νά χρησιμοποιήται ὅτε, κατά τήν κρίσιν τοῦ πλοιάρχου, αί συνθῆκαι είναι τοιαῦται ὥστε ή διατήρησις τής φυλακής άκροάσεως θά παρεμποδίζη τήν άσφαλή ναυσιπλοΐαν τοῦ πλοίου.

(η) "Ινα έπιτρέπεται ή ταχεία έναλλαγή άπό έκπομπής είς λήψιν, ὅταν ή έναλλαγή έκτελήται διά τής χειρός, τό χειριστήριον τοῦ μέσου έναλλαγής θά είναι τοποθετημένον, έφ' ὅσον είναι πρακτικώς δυνατόν, έπί τοῦ μικροφώνου ή έπί τής συσκευής.

(θ) "Οταν τό πλοίον εὑρίσκεται έν πλῷ, θά ύπάρχη κυρία πηγή ένεργείας διαθέσιμος άνά πᾶσαν στιγμήν ίκανή νά θέση τήν έγκατάστασιν είς λειτουργίαν είς τήν κανονικήν έμβέλειαν τήν καθοριζομένην ύπό τής παραγράφου (γ) τοῦ παρόντος Κανονισμοῦ. 'Εάν προβλέπωνται συστοιχίαι συσσωρευτῶν, θά ἔχουν είς πάσας τάς περιστάσεις ίκανήν χωρητικότητα ἵνα θέτουν είς λειτουργίαν τόν πομπόν καί τόν δέκτην έπί ἕξ τοὐλάχιστον συνεχείς ὥρας ύπό κανονικάς συνθήκας λειτουργίας.* Είς τάς έγκαταστάσεις φορτηγῶν πλοίων όλικής χωρητικότητος 500 κόρων καί άνω άλλά μικροτέρας τῶν 1.600 κόρων γενομένας τήν 19 Νοεμβρίου 1952 καί βραδύτερον θά προβλέπεται έφεδρική πηγή ένεργείας είς τό άνώτερον μέρος τοῦ πλοίου, έκτός έάν ή κυρία πηγή ένεργείας είναι τοποθετημένη έκεί.

(ι) 'Η βοηθητική πηγή ένεργείας, έάν ύπάρχη, δύναται νά χρησιμοποιήται μόνον ὅπως τροφοδοτή:

(ι) τήν ραδιοτηλεφωνικήν έγκατάστασιν.

(ιι) τόν φωτισμόν κινδύνου τόν καθοριζόμενον ύπό τής παραγράφου (δ) τοῦ Κανονισμοῦ 15 τοῦ παρόντος Κεφαλαίου, καί

(ιιι) τό άπαιτούμενον μέσον ύπό τής παραγράφου (δ) τοῦ παρόντος Κανονισμοῦ διά τήν παραγωγήν τοῦ ραδιοτηλεφωνικοῦ σήματος κινδύνου.

(ιν) τήν έγκατάστασιν VHF.

(ια) Παρά τάς διατάξεις τής παραγράφου (ι) τοῦ παρόντος Κανονισμοῦ, ή 'Αρχή δύναται νά έπιτρέψη τήν χρήσιν τής έφεδρικής πηγής ένεργείας, έάν ύπάρχη αὕτη, διά τό ραδιογωνιόμετρον, έάν ύπάρχη τοῦτο, καί δι' άριθμόν κυκλωμάτων κινδύνου χαμηλής ίσχύος ἅτινα περιορίζονται ἐξ όλοκλήρου είς τό άνώτερον μέρος τοῦ πλοίου, ὡς τό τοῦ φωτισμοῦ κινδύνου έπί τοῦ καταστρώματος λέμβων, ύπό τόν ὅρον ὅτι τά έπιπρόσθετα φορτία δύνανται εὐκόλως νά άποσυνδεθοῦν καί ή πηγή ένεργείας είναι έπαρκοῦς χωρητικότητος ἵνα άντιμετωπίζη ταῦτα.

(ιβ) "Οταν τό πλοίον εὑρίσκεται έν πλῷ, αί συστοιχίαι, έάν ύπάρχουν, θά τηροῦνται φορτισμέναι ἵνα άνταποκρίνωνται είς τάς άπαιτήσεις τής παραγράφου (θ) τοῦ παρόντος Κανονισμοῦ.

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* 'Εν έλλείψει μετρήσεων τής έντάσεως τοῦ πεδίου, δύναται νά γίνη δεκτόν ὅτι ή έμβέλεια αὕτη θέλει έπιτευχθή μέ ίσχύν 15 βάττ έπί τής κεραίας (μή διαμορφωμένον φέρον κῦμα) μέ 27% άπόδοσιν τής κεραίας.

* Πρός τόν σκοπόν καθορισμοῦ τοῦ ήλεκτρικοῦ φορτίου τό όποίον θά χορηγήται ύπό τῶν συστοιχιῶν διά τάς όποίας άπαιτείται νά ἔχουν περιθώριον χωρητικότητος ἕξ ὡρῶν, ό κατωτέρω τύπος συνιστᾶται ένδεικτικώς:
— τό ½ τής άπαιτουμένης καταναλώσεως ρεύματος διά μετάδοσιν όμιλίας.
— τήν κατανάλωσιν ρεύματος τοῦ δέκτου.
— τήν κατανάλωσιν ρεύματος ὅλων τῶν προσθέτων φορτίων τά όποία αί συστοιχίαι δυνατόν νά τροφοδοτοῦν είς περίπτωσιν κινδύνου ή έπειγούσης άνάγκης.

(ιγ) Θά προβλέπεται καί θά έγκαθίσταται μία κεραία καί έάν αὔτη κρέμαται έκ στηριγμάτων ἅτινα ὑπόκεινται είς κραδασμούς, τότε είς τά πλοῖα ὁλικῆς χωρητικότητος 500 κόρων καί ἄνω ἀλλά κατωτέρας τῶν 1.600 κόρων, θά προστατεύεται αὔτη ἔναντι θραύσεως. Ἐπί πλέον, θά ὑπάρχῃ μία ἀμοιβή κεραία πλήρως ἐξηρτημένη πρός ἄμεσον ἀντικατάστασιν, ἤ ὅταν τοῦτο δέν εἶναι πρακτικῶς δυνατόν, θά ὑπάρχῃ ἀρκετή ποσότης σύρματος κεραίας καί μονωτῆρες διά τήν τοποθέτησιν μιᾶς ἀμοιβῆς κεραίας. Θά προβλέπωνται ἐπίσης τά ἀπαιτούμενα ἐργαλεῖα διά τήν τοποθέτησιν τῆς κεραίας.

Κανονισμός 17

Σταθμοί ραδιοτηλεφώνου VHF.

(α) Ὅταν, συμφώνως πρός τόν Κανονισμόν 18 τοῦ Κεφαλαίου V, προβλέπεται σταθμός ραδιοτηλεφώνου Λίαν Ὑψηλῆς Συχνότητος, οὗτος θά εὑρίσκεται είς τό ἀνώτατον μέρος τοῦ πλοίου καί θά περιλαμβάνῃ ἐγκατάστασιν ραδιοτηλεφώνου VHF πληροῦσαν τάς ἀπαιτήσεις τοῦ Κανονισμοῦ τούτου καί περιλαμβάνουσαν ἕνα πομπόν καί ἕνα δέκτην, μίαν πηγήν ἐνεργείας ἱκανήν νά ἐνεργοποιῇ τούτους είς τά ἀνάλογα ἐπίπεδα ἐνεργείας καί μίαν κεραίαν ἱκανήν πρός ἐπαρκῆ ἀκτινοβολίαν καί λῆψιν σημάτων είς τάς συχνότητας λειτουργίας.

(β) Μία τοιαύτη ἐγκατάστασις θά συμμορφοῦται πρός τάς ἀπαιτήσεις τάς διαλαμβανομένας είς τούς Κανονισμούς Ραδιοεπικοινωνιῶν, τάς σχετικάς πρός τόν ἐξοπλισμόν τόν χρησιμοποιούμενον είς τήν Διεθνῆ Κινητήν Ναυτικήν Ὑπηρεσίαν Ραδιοτηλεφώνου VHF καί θά εἶναι ἱκανή νά λειτουργῇ είς τούς καθοριζομένους ὑπό τῶν Κανονισμῶν Ραδιοεπικοινωνιῶν διαύλους ὡς καί καθ' ὅν τρόπον θά ἠδύνατο ν' ἀπαιτήσῃ Συμβαλλομένη τις Κυβέρνησις ἐν σχέσει πρός τόν Κανονισμόν 18 τοῦ Κεφαλαίου V.

(γ) Ἡ Συμβαλλομένη Κυβέρνησις δέν θ' ἀπαιτήσῃ ἡ ἰσχύς ἐξόδου τοῦ πομποῦ R.F. νά εἶναι μεγαλυτέρα τῶν 10 βάττ.

Ἡ κεραία, καθ' ὅσον εἶναι πρακτικόν, θά ἔχῃ ἀνεμπόδιστον θέαν πρός ὅλας τάς κατευθύνσεις.*

(δ) Θά εἶναι δυνατός ὁ ἄμεσος ἀπό τῆς γεφύρας ἔλεγχος ὅλων τῶν διαύλων VHF τῶν ἀπαιτουμένων διά τήν ἀσφάλειαν τῆς ναυσιπλοΐας καί κατάλληλος διά τήν ἀντίστοιχον θέσιν, καί, ὅπου παρίσταται ἀνάγκη, θά ὑπάρχουν ἐπίσης δυνατότητες ραδιοεπικοινωνιῶν ἀπό τάς πλευράς τῆς γεφύρας.

Κανονισμός 18

Ραδιοτηλεφωνικόν Αὐτόματον Σῆμα Κινδύνου

(α) Ἡ Συσκευή ραδιοτηλεφωνικοῦ αὐτομάτου σήματος κινδύνου δέον νά συμμορφοῦται πρός τάς κατωτέρω ἐλαχίστας ἀπαιτήσεις:

(ι) αἱ συχνότητες τῆς μεγίστης ἀντιδράσεως τῶν συντονισμένων κυκλωμάτων καί τῶν ἑτέρων ἐξαρτημάτων ἐπιλογῆς τόνου θά ὑπόκεινται εἰς ἀνοχήν ± 1,5 ἐπί τοῖς ἑκατόν εἰς ἑκάστην περίπτωσιν. Ἐπίσης ἡ ἀντίδρασις δέν θά πίπτῃ κάτωθεν τοῦ 50% τῆς μεγίστης ἀντιδράσεως διά συχνότητας ἐντός τοῦ 3% τῆς συχνότητος τῆς μεγίστης ἀντιδράσεως.

(ιι) ἐπί τῇ ἀπουσίᾳ θορύβου ἤ παρεμβολῆς, τό ὄργανον αὐτομάτου λήψεως θά εἶναι ἱκανόν νά λειτουργῇ ἐκ τοῦ σήματος κινδύνου εἰς περίοδον οὐχί μικροτέραν τῶν τεσσάρων καί οὐχί μεγαλυτέραν τῶν ἕξ δευτερολέπτων.

(ιιι) τό ὄργανον αὐτομάτου λήψεως δέον ὅπως ἀντιδρᾷ εἰς τό σῆμα κινδύνου ὑπό συνθήκας διακοπτομένης παρεμβολῆς συνεπείᾳ ἀτμοσφαιρικῶν καί ἰσχυρῶν σημάτων διαφόρων τοῦ σήματος κινδύνου, κατά προτίμησιν χωρίς νά ἀπαιτῆται προσαρμογή διά τῆς χειρός κατά τήν διάρκειαν οἱασδήποτε περιόδου τηρουμένης φυλακῆς διά τοῦ ὀργάνου.

(ιv) τό ὄργανον αὐτομάτου λήψεως δέν θά ἐνεργοποιῆται ὑπό τῶν ἀτμοσφαιρικῶν ἤ ὑπό ἰσχυρῶν σημάτων διαφόρων τοῦ σήματος κινδύνου.

(v) τό ὄργανον αὐτομάτου λήψεως θά ἀποδίδῃ ἀποτελεσματικῶς εἰς ἀπόστασιν μεγαλυτέραν ἐκείνης ἥτις ἀπαιτεῖται διά μετάδοσιν ἱκανοποιητικῆς ὁμιλίας.

(vι) τό ὄργανον αὐτομάτου λήψεως θά δύναται νά λειτουργῇ παρά τήν ὕπαρξιν κραδασμῶν, ὑγρασίας, μεταβολῶν θερμοκρασίας καί διαφοροποιήσεων τῆς παροχῆς ἐνεργείας εἰς βολτάζ ἀναλόγων πρός τάς ἀντιξόους συνθήκας αἵτινες ἐκ πείρας εἶναι γνωσταί ἐπί τῶν πλοίων ἐν θαλάσσῃ, καί θά δύναται νά συνεχίσῃ λειτουργοῦν ὑπό τοιαύτας συνθήκας.

(vιι) τό ὄργανον αὐτομάτου λήψεως δέον, ὅσον εἶναι πρακτικῶς δυνατόν, νά δίδῃ προειδοποίησιν περί σφαλμάτων ἤ ὁποία θά προστατεύῃ τήν συσκευήν ἵνα αὔτη ἔχει τήν κανονικήν της ἀπόδοσιν κατά τήν διάρκειαν τῶν ὡρῶν φυλακῆς.

(β) Πρίν ἤ τύχῃ ἀποδοχῆς μία συσκευή ραδιοτηλεφωνικοῦ αὐτομάτου σήματος κινδύνου, ἡ ἐνδιαφερομένη Ἀρχή δέον ὅπως ἱκανοποιηθῇ ἀπό πρακτικάς δοκιμάς γενομένας ὑπό ἰσοδυνάμους συνθήκας λειτουργίας πρός ἐκείνας αἵτινες ἀπαντῶνται ἐν τῇ πράξει, ἐκ τῆς συμμορφώσεως τῆς συσκευῆς πρός τήν παράγραφον (α) τοῦ παρόντος Κανονισμοῦ.

ΜΕΡΟΣ Δ' — ΗΜΕΡΟΛΟΓΙΑ ΑΣΥΡΜΑΤΟΥ

Κανονισμός 19

Ἡμερολόγια Ἀσυρμάτου

(α) Τό ἡμερολόγιον ἀσυρμάτου (ἡμερολόγιον ὑπηρεσίας ἀσυρμάτου) ὅπερ ἀπαιτεῖται παρά τῶν Κανονισμῶν Ραδιοεπικοινωνίας διά πλοῖον τό ὁποῖον ἔχει σταθμόν ἀσυρμάτου συμφώνως πρός τόν Κανονισμόν 3 ἤ τόν Κανονισμόν 4 τοῦ παρόντος Κεφαλαίου θά τηρῆται ἐντός τοῦ θαλάμου ἀσυρμάτου κατά τόν πλοῦν. Ἕκαστος ἀξιωματικός ἀσυρματιστής θά καταχωρῇ ἐν τῷ ἡμερολογίῳ τό ὄνομα αὐτοῦ, τάς ὥρας ἐνάρξεως καί λήξεως τῆς φυλακῆς αὐτοῦ, πάντα τά γεγονότα σχετικά μέ τήν ὑπηρεσίαν ἀσυρμάτου ἅτινα ἔλαβον χώραν διαρκούσης τῆς φυλακῆς αὐτοῦ καί ἅτινα φαίνονται νά ἔχουν σημασίαν διά τήν ἀσφάλειαν τῆς ζωῆς ἐν θαλάσσῃ. Ἐπί πλέον, θά καταχωροῦνται εἰς τό ἡμερολόγιον:

(ι) Αἱ ὑπό τῶν Κανονισμῶν Ραδιοεπικοινωνίας ἀπαιτούμεναι καταχωρήσεις.

(ιι) Λεπτομέρειαι συντηρήσεως περιλαμβανομένης τῆς ἀναγραφῆς φορτίσεως τῶν συστοιχιῶν κατά τόν τύπον τόν προσδιοριζόμενον ὑπό τῆς Ἀρχῆς.

(ιιι) Ἡμερησία ἔκθεσις ἀναφέρουσα ὅτι ἐξεπληρώθησαν αἱ ἀπαιτήσεις τῆς παραγράφου (ιστ) τοῦ Κανονισμοῦ 10 τοῦ παρόντος Κεφαλαίου.

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* Πρός ἐπεξήγησιν διευκρινίζεται ὅτι ἕκαστον πλοῖον θά ἠδύνατο νά ἐξοπλισθῇ μέ μίαν κατακορύφως πολωμένην μονάδα ἀπολαβῆς κεραίας εἰς ὀνομαστικόν ὕψος 9,15 μέτρων (30 ποδῶν) ὑπεράνω τοῦ ὕδατος, μέ ἕνα πομπόν R.F. ἰσχύος ἐξόδου 10 βάττ καί μέ δέκτην εὐαισθησίας 2 μικροβόλτ κατά πλάτος τῶν ἀκροδεκτῶν διά λόγον σήματος πρός τά παράσιτα 20 decibel.

(ιν) Λεπτομέρειαι τῶν δοκιμῶν τοῦ ἐφεδρικοῦ πομποῦ καί τῆς ἐφεδρικῆς πηγῆς ἐνεργείας ἐκτελεσθεισῶν συμφώνως πρός τήν παράγραφον (ιθ) τοῦ Κανονισμοῦ 10 τοῦ παρόντος Κεφαλαίου.

(ν) Ἐπί πλοίων ἐφωδιασμένων διά ραδιοτηλεγραφικοῦ αὐτομάτου σήματος κινδύνου, λεπτομέρειαι γενομένων δοκιμῶν συμφώνως πρός τήν παράγραφον (γ) τοῦ Κανονισμοῦ 11 τοῦ παρόντος Κεφαλαίου.

(νι) Λεπτομέρειαι συντηρήσεως τῶν συστοιχιῶν περιλαμβανομένης τῆς ἀναγραφῆς τῆς φορτίσεως αὐτῶν (ἐάν ἔλαβε χώραν) τῆς ἀπαιτουμένης ὑπό τῆς παραγράφου (ι) τοῦ Κανονισμοῦ 13 τοῦ παρόντος Κεφαλαίου καί λεπτομέρειαι τῶν δοκιμῶν τῶν ἀπαιτουμένων ὑπό τῆς παραγράφου ταύτης σχετικῶς πρός τούς πομπούς τούς ἐγκατεστημένους εἰς τάς μετά κινητῆρος σωσιβίους λέμβους.

(νιι) Λεπτομέρειαι συντηρήσεως τῶν συστοιχιῶν, περιλαμβανομένης τῆς ἀναγραφῆς τῆς φορτίσεως αὐτῶν (ἐάν ἔλαβε χώραν) τῆς ἀπαιτουμένης ὑπό τῆς παραγράφου (θ) τοῦ Κανονισμοῦ 14 τοῦ παρόντος Κεφαλαίου καί λεπτομέρειαι τῶν ἀπαιτουμένων δοκιμῶν ὑπό τῆς παραγράφου ταύτης σχετικῶν πρός τάς φορητάς ραδιοτηλεγραφικάς συσκευάς διά τά πλωτά σωστικά μέσα.

(νιιι) Ὁ χρόνος κατά τόν ὁποῖον ἡ φυλακή ἀκροάσεως διεκόπη συμφώνως πρός τήν παράγραφον (δ) τοῦ Κανονισμοῦ 6 τοῦ παρόντος Κεφαλαίου, ὁμοῦ μετά τῶν λόγων καί τοῦ χρόνου κατά τόν ὁποῖον ἡ φυλακή ἀκροάσεως ἐπανελήφθη.

(β) Τό ἡμερολόγιον ἀσυρμάτου (ἡμερολόγιον ὑπηρεσίας ἀσυρμάτου) τό ἀπαιτούμενον ὑπό τῶν Κανονισμῶν Ραδιοεπικοινωνίας διά πλοῖον ἐφωδιασμένον διά ραδιοτηλεφωνικοῦ σταθμοῦ συμφώνως πρός τόν Κανονισμόν 4 τοῦ παρόντος Κεφαλαίου, θά τηρῆται εἰς τήν θέσιν εἰς τήν ὁποίαν τηρεῖται ἡ φυλακή ἀκροάσεως. Πᾶς πτυχιοῦχος ραδιοτηλεφωνητής καί πᾶς πλοίαρχος, ἀξιωματικός ἤ μέλος πληρώματος ὅστις ἐκτελεῖ φυλακήν ἀκροάσεως συμφώνως πρός τόν Κανονισμόν 7 τοῦ παρόντος Κεφαλαίου, θά καταχωρῇ εἰς τό ἡμερολόγιον μετά τοῦ ὀνόματος αὐτοῦ, τάς λεπτομερείας πάντων τῶν συμβάντων σχετικῶν πρός τήν ὑπηρεσίαν ἀσυρμάτου ἅτινα λαμβάνουν χώραν κατά τήν φυλακήν αὐτοῦ καί ἅτινα φαίνονται νά ἔχουν σημασίαν διά τήν ἀσφάλειαν τῆς ἀνθρωπίνης ζωῆς ἐν θαλάσσῃ. Ἐπί πλέον θά καταχωροῦνται εἰς τό ἡμερολόγιον:

(ι) Αἱ ἀπαιτούμεναι λεπτομέρειαι ὑπό τῶν Κανονισμῶν Ραδιοεπικοινωνίας.

(ιι) Ἡ ὥρα κατά τήν ὁποίαν ἄρχεται ἡ φυλακή ἀκροάσεως ὅταν τό πλοῖον ἀποπλέῃ ἐκ τοῦ λιμένος καί ἡ ὥρα κατά τήν ὁποίαν λήγει ἡ φυλακή κατά τόν κατάπλουν τοῦ πλοίου εἰς τόν λιμένα.

(ιιι) Ἡ ὥρα κατά τήν ὁποίαν ἡ φυλακή ἀκροάσεως διεκόπη δι' οἱονδήποτε λόγον, καθώς καί ἡ αἰτία διακοπῆς καί ἡ ὥρα κατά τήν ὁποίαν ἡ φυλακή ἀκροάσεως ἐπανελήφθη.

(ιν) Λεπτομέρειαι τῆς συντηρήσεως τῶν συστοιχιῶν (ἐάν ὑπάρχουν) περιλαμβανομένης τῆς ἀναγραφῆς φορτίσεως τῆς καθοριζομένης ὑπό τῆς παραγράφου (ιβ) τοῦ Κανονισμοῦ 16 τοῦ παρόντος Κεφαλαίου.

(ν) Λεπτομέρειαι τῆς συντηρήσεως τῶν συστοιχιῶν, συμπεριλαμβανομένης τῆς ἀναγραφῆς τῆς φορτίσεως (ἐάν ἔλαβε χώραν) τῆς καθοριζομένης ὑπό τῆς παραγράφου (θ) τοῦ Κανονισμοῦ 14 τοῦ παρόντος Κεφαλαίου, καί λεπτομέρειαι τῶν ἀπαιτουμένων δοκιμῶν ὑπό τῆς αὐτῆς παραγράφου σχετικῶς πρός τάς φορητάς ραδιοτηλεγραφικάς συσκευάς διά πλωτά σωστικά μέσα.

(γ) Τά ἡμερολόγια τοῦ ἀσυρμάτου θά εἶναι διαθέσιμα πρός ἐπιθεώρησιν ὑπό τῶν ἐξουσιοδοτημένων ὑπό τῆς Ἀρχῆς ἁρμοδίων διά τοιαύτην ἐπιθεώρησιν.

ΚΕΦΑΛΑΙΟΝ V

ΑΣΦΑΛΕΙΑ ΝΑΥΣΙΠΛΟΪΑΣ

Κανονισμός 1

Ἐφαρμογή.

Τό παρόν Κεφάλαιον, ἐκτός ἐάν ἄλλως ρητῶς ὁρίζεται ἐν τῷ Κεφαλαίῳ τούτῳ, ἐφαρμόζεται εἰς ὅλα τά πλοῖα δι' ὅλα τά ταξίδια, ἐξαιρέσει τῶν πολεμικῶν πλοίων καί τῶν πλοίων τῶν ναυσιπλοούντων ἀποκλειστικῶς ἐντός τῶν Μεγάλων Λιμνῶν τῆς Βορείου Ἀμερικῆς καί τῶν συγκοινωνούντων καί τῶν εἰσρεόντων εἰς ταύτας ὑδάτων καί πρός ἀνατολάς τόσον, ὅσον ἡ κατωτέρω ἔξοδος τοῦ φράγματος τοῦ Ἁγίου Λαμβέρτου εἰς Μοντρεάλ τῆς Ἐπαρχίας Κεμπέκ (Καναδᾶς).

Κανονισμός 2

Σήματα Κινδύνου

(α) Ὁ πλοίαρχος παντός πλοίου ὅπερ συναντᾷ ἐπικινδύνους πάγους, ἐπικίνδυνον ἐγκαταλελειμμένον|ναυάγιον ἤ πάντα ἄλλον ἄμεσον κίνδυνον διά τήν ναυσιπλοΐαν, ἤ τροπικήν θύελλαν, ἤ συναντᾷ θερμοκρασίας ἀέρος κατωτέρας τοῦ βαθμοῦ πήξεως ἐν συνδυασμῷ μετ' ἀνέμων δυνάμεως καταιγίδος, προκαλούντων τήν ἐπικάθισιν πάγου ἐπί τῶν ὑπερκατασκευῶν, ἤ ἀνέμους δυνάμεως 10 ἤ ἀνωτέρας τῶν 10 τῆς κλίμακος Μπωφόρ διά τούς ὁποίους δέν ἔχει ληφθῆ σῆμα θυέλλης, ὑποχρεοῦται νά πληροφορήσῃ περί τούτου διά παντός εἰς τήν διάθεσίν του μέσου τά ἐν τῇ γειτνιαζούσῃ περιοχῇ πλοῖα, καθώς καί τάς ἁρμοδίας Ἀρχάς τοῦ πρώτου σημείου τῆς ἀκτῆς μετά τοῦ ὁποίου δύναται νά ἐπικοινωνήσῃ. Ὁ τύπος κατά τόν ὁποῖον διαβιβάζεται ἡ πληροφορία δέν εἶναι ὑποχρεωτικός. Δύναται νά μεταδίδεται, εἴτε εἰς ἁπλῆν γλῶσσαν (κατά προτίμησιν Ἀγγλικήν), εἴτε διά μέσου τοῦ Διεθνοῦς Κώδικος Σημάτων. Θά μεταδίδεται ραδιοτηλεγραφικῶς πρός πάντα τά γειτνιάζοντα πλοῖα καί θά ἀποστέλλεται εἰς τό πρῶτον σημεῖον τῆς ἀκτῆς μετά τοῦ ὁποίου δυνατόν νά γίνῃ ἐπικοινωνία, μέ τήν αἴτησιν ὅπως μεταδοθῇ εἰς τάς ἁρμοδίας Ἀρχάς.

(β) Πᾶν συμβαλλόμενον Κράτος θά λάβῃ τά ἀναγκαῖα μέτρα ἵνα ἐξασφαλίζεται ὅτι ὅταν λαμβάνεται πληροφορία περί τῶν κινδύνων τῶν προσδιοριζομένων εἰς τήν παράγραφον (α), αὕτη θά φέρεται ταχέως εἰς γνῶσιν τῶν ἐνδιαφερομένων καί θά κοινοποιῆται εἰς τά ἄλλα ἐνδιαφερόμενα Κράτη.

(γ) Ἡ μεταβίβασις σημάτων ἀφορώντων τούς καθοριζομένους κινδύνους εἶναι ἄνευ πληρωμῆς διά τά ἐνδιαφερόμενα πλοῖα.

(δ) Εἰς ὅλα τά ραδιοτηλεγραφικά σήματα τά διαβιβαζόμενα συμφώνως πρός τήν παράγραφον (α) τοῦ παρόντος Κανονισμοῦ θά προηγῆται τό Σῆμα Ἀσφαλείας, χρησιμοποιουμένης τῆς διαδικασίας τῆς καθοριζομένης ὑπό τῶν Κανονισμῶν Ραδιοεπικοινωνίας, ὡς καθορίζεται ὑπό τοῦ Κανονισμοῦ 2 τοῦ Κεφαλαίου IV.

Κανονισμός 3

Πληροφορίαι Ἀπαιτούμεναι εἰς τά Σήματα Κινδύνου

Αἱ ἀκόλουθοι πληροφορίαι ἀπαιτοῦνται εἰς τά σήματα κινδύνου:

(α) *Πάγοι, Ἐγκαταλελειμμένα Ναυάγια καί ἄλλοι ἄμεσοι Κίνδυνοι εἰς τήν Ναυσιπλοΐαν*

(ι) Τό εἶδος τοῦ πάγου, τοῦ ἐγκαταλελειμμένου ναυαγίου ἤ τοῦ κινδύνου ἅτινα παρετηρήθησαν.

(ιι) Ἡ θέσις τοῦ πάγου, τοῦ ἐγκαταλελειμένου ναυαγίου ἤ τοῦ κινδύνου κατά τήν τελευταίαν γενομένην παρατήρησιν.

(ιιι) Ἡ ὥρα καί ἡ ἡμερομηνία (μέση ὥρα Γκρήνουϊτς) κατά τάς ὁποίας παρετηρήθη τελευταίως ὁ κίνδυνος.

(β) *Τροπικαί θύελλαι* (Λαίλαπες εἰς τάς Δυτικάς Ἰνδίας, Τυφῶνες εἰς τήν Σινικήν Θάλασσαν, Κυκλῶνες εἰς τά Ἰνδικά ὕδατα καί Θύελλαι ὁμοίας φύσεως εἰς ἄλλας περιοχάς).

(ι) Ἀνακοίνωσις ὅτι συνηντήθη τροπική θύελλα. Ἡ ὑποχρέωσις αὕτη δέον νά ἑρμηνεύεται ἐν εὐρεῖ πνεύματι καί ἡ πληροφορία νά διαβιβάζεται ὁσάκις ὁ πλοίαρχος ἔχει πάντα λόγον νά πιστεύῃ ὅτι τροπική θύελλα ἀναπτύσσεται ἤ ὑπάρχει εἰς τήν γειτνιάζουσαν περιοχήν.

(ιι) Ὥρα, ἡμερομηνία (μέση ὥρα Γκρήνουϊτς) καί θέσις τοῦ πλοίου ὅταν ἐγένετο ἡ παρατήρησις.

(ιιι) Τό μήνυμα θά περιλαμβάνῃ περισσοτέρας, ὅσον εἶναι δυνατόν, ἐκ τῶν ἀκολούθων πληροφοριῶν:

— Τήν βαρομετρικήν πίεσιν, κατά προτίμησιν διωρθωμένην (καθοριζομένην εἰς χιλιοστοβαρίδας, χιλιοστόμετρα ἤ δακτύλους καί ἐάν εἶναι διωρθωμένη ἤ μή).

— Τήν βαρομετρικήν τάσιν (τήν ἐπελθοῦσαν ἀλλαγήν βαρομετρικῆς πιέσεως κατά τάς τρεῖς τελευταίας ὥρας).

— Τήν πραγματικήν διεύθυνσιν ἀνέμου.

— Τήν δύναμιν ἀνέμου (κλῖμαξ Μπωφόρ).

— Τήν κατάστασιν τῆς θαλάσσης (εὐθαλασσία, μετρία, τεταραγμένη, τρικυμιώδης).

— Τήν ἀποθαλασσίαν (ἐλαφρά, μετρία, ἰσχυρά) καί τήν πραγματικήν διεύθυνσιν ἐκ τῆς ὁποίας προέρχεται. Ἡ περίοδος ἤ τό μῆκος τῆς ἀποθαλασσίας (βραχεῖα, μέση, μακρά) θά ἦτο ἐπίσης χρήσιμος.

— Τήν ἀληθῆ πορείαν καί τήν ταχύτητα τοῦ πλοίου.

(γ) *Μεταγενέστεραι Παρατηρήσεις*

Ὁσάκις ὁ πλοίαρχος ἀναφέρει τροπικήν ἤ ἄλλην ἐπικίνδυνον θύελλαν εὐκταῖον θά εἶναι, οὐχί ὅμως καί ὑποχρεωτικόν, νά ἐκτελοῦνται περαιτέρω παρατηρήσεις καί νά διαβιβάζωνται ἀνά ὥραν, ἐάν εἶναι πρακτικῶς δυνατόν, ἀλλ' ἐν πάσῃ περιπτώσει κατά διαστήματα οὐχί μεγαλύτερα τῶν τριῶν ὡρῶν, καθ' ὅλην τήν διάρκειαν παραμονῆς τοῦ πλοίου ὑπό τήν ἐπίδρασιν τῆς θυέλλης.

(δ) *Ἄνεμοι δυνάμεως 10 ἤ ἀνωτέρας τῆς κλίμακος Μποφώρ διά τούς ὁποίους δέν ἔχει ληφθῆ μήνυμα θυέλλης.*

Ἡ περίπτωσις αὕτη ἀφορᾷ ἄλλας θυέλλας πλήν τῶν τροπικῶν τῶν ἀναφερομένων εἰς τήν παράγραφον (β). Ὅταν συναντᾶται τοιαύτη θύελλα, τό σῆμα θά περιλαμβάνῃ ὁμοίας πληροφορίας πρός τάς ἀναφερομένας εἰς τήν παράγραφον (β) ἐξαιρουμένων τῶν λεπτομερειῶν τῶν ἀφορωσῶν τήν κατάστασιν τῆς θαλάσσης καί τῆς ἀποθαλασσίας.

(ε) *Θερμοκρασίαι ἀέρος κατώτεραι τοῦ βαθμοῦ πήξεως ἐν συνδυασμῷ μετά ἀνέμων δυνάμεως καταιγίδος αἱ ὁποῖαι προξενοῦν σοβαράν συμπύκνωσιν πάγου ἐπί τῶν ὑπερκατασκευῶν.*

(ι) Ὥρα καί ἡμερομηνία (μέση ὥρα Γκρήνουϊτς).

(ιι) Θερμοκρασία ἀέρος.

(ιιι) Θερμοκρασία θαλάσσης (ἐάν εἶναι δυνατόν).

(ιv) Ἰσχύς ἀνέμου καί διεύθυνσις.

Παραδείγματα

Πάγος

ΤΤΤ Πάγος. Μέγα παγόβουνον ἐθεάθη εἰς 4605 Β., 4410 Δ., ὥρα 0800 GMT. Μαΐου 15.

Ναυάγια ἐγκαταλελειμμένα

ΤΤΤ Ναυάγιον ἐγκαταλελειμμένον Παρατηρηθέν ναυάγιον ἐγκαταλελειμμένον σχεδόν ἐν ὑποπλεύσει εἰς 4006 Β., 1243 Δ., ὥραν 1630 GMT. Ἀπριλίου 21.

Κίνδυνος εἰς ναυσιπλοΐαν

ΤΤΤ Ναυσιπλοΐα. Πυρσωρίς Ἄλφα ἐκτός θέσεώς της, 1800 GMT. Ἰανουαρίου 3.

Τροπική θύελλα

ΤΤΤ θύελλα, 0030 GMT. Αὐγούστου 18, 2004 Β., 11354 Α., Βαρόμετρον διωρθωμένον 994 χιλιοστοβαρίδες, τάσις εἰς πτῶσιν 6 χιλιοβαρίδες. Ἄνεμος ΒΔ, δύναμις 9, ἰσχυραί ριπαί. Ἰσχυρά ἀποθαλασσία ἀνατολικῶς. Πορεία 067,5 κόμβοι.

ΤΤΤ Θύελλα. Ἐνδείξεις προσεγγίσεως λαίλαπος. 1300 GMT. Σεπτεμβρίου 14, 2200 Β., 7326 Δ., Βαρόμετρον διορθωμένον 29,64 δάκτυλοι, τάσις πτώσεως 0,015 δάκτυλοι. Ἄνεμος ΒΑ, δύναμις 8, συχνοί καταιγισμοί βροχῆς. Πορεία 035,9 κόμβοι.

ΤΤΤ Θύελλα. Συνθῆκαι δεικνύουσιν σχηματισμόν ἰσχυροῦ κυκλῶνος. 0200 GMT Μαΐου 4, 1620 Β., 9203 Α., Βαρόμετρον μή διωρθωμένον 753 χιλιοστόμετρα, τάσις πτώσεως 5 χιλιοστόμετρα. Ἄνεμος Ν πρός Δ. δύναμις 5, Πορεία 300, 8 κόμβοι.

ΤΤΤ Θύελλα. Τυφών πρός ΝΑ. 0300 GMT, 12 Ἰουνίου. 1812 Β., 12605 Α., Βαρόμετρον πίπτον ταχέως. Ἄνεμος αὐξάνων ἀπό Β.

ΤΤΤ Θύελλα. Δύναμις ἀνέμου 11, δέν ἐλήφθη εἰδοποίησις θυέλλης, 0300 GMT. Μαΐου 4, 4830 Β., Δ., Βαρόμετρον διωρθωμένον 983 χιλιοβαρίδες, τάσις πτώσεως 4 χιλιοβαρίδες. Ἄνεμος ΝΔ, δύναμις 11 μεταβαλλομένη. Πορεία 260, 6 κόμβοι.

Ἐπικάθισις πάγου

ΤΤΤ Σοβαρά ἐπικάθισις πάγου. 1400 GMT. Μαρτίου 2, 69 Β., 10 Δ., Θερμοκρασία ἀέρος 18. Θερμοκρασία θαλάσσης 29, Ἄνεμος ΒΑ., δύναμις 8.

Κανονισμός 4

Μετεωρολογικαί Ὑπηρεσίαι

(α) Τά Συμβαλλόμενα Κράτη ἀναλαμβάνουν τήν ὑποχρέωσιν νά ἐνθαρρύνουν τήν συλλογήν ὑπό τῶν ἐν πλῷ πλοίων μετεωρολογικῶν στοιχείων καί νά μεριμνοῦν διά τήν ἐξέτασιν αὐτῶν, διάδοσιν καί ἀνταλλαγήν αὐτῶν κατά τόν λυσιτελέστερον τρόπον πρός τόν σκοπόν ἐξυπηρετήσεως τῆς ναυτιλίας. Αἱ Ἀρχαί θά ἐνθαρρύνουν τήν χρῆσιν ὀργάνων μεγάλου βαθμοῦ ἀκριβείας, καί θά διευκολύνουν τόν ἔλεγχον τῶν τοιούτων ὀργάνων, ὅταν ζητῆται τοῦτο.

(β) Ἰδιαιτέρως τά Συμβαλλόμενα Κράτη ἀναλαμβάνουν νά συνεργάζωνται διά τήν ἐφαρμογήν, ὅσον εἶναι πρακτικῶς δυνατόν, τῶν ἀκολούθων μετεωρολογικῶν διατάξεων:

(ι) Νά εἰδοποιοῦν τά πλοῖα διά καταιγίδας, θυέλλας καί τροπικάς θυέλλας δι' ἀμφοτέρων τῶν μέσων, ἤτοι τόσον δι' ἐκπομπῆς ραδιοτηλεγραφικῶν σημάτων, ὅσον καί δι' ἐπιδείξεως καταλλήλων σημείων εἰς σημεῖα τῆς ἀκτῆς.

(ιι) Νά ἐκδίδουν ἡμερησίως διά τοῦ ἀσυρμάτου μετεωρολογικά δελτία κατάλληλα διά τήν ναυτιλίαν, περιέχοντα πληροφορίας περί τῶν ὑφισταμένων συνθηκῶν, καιροῦ, κυματισμοῦ καί πάγου, προγνωστικά καί, ἐάν εἶναι δυνατόν, ἐπαρκεῖς προσθέτους πληροφορίας διά τόν καταρτισμόν ἐν πλῷ ἁπλῶν μετεωρολογικῶν χαρτῶν καί νά ἐνθαρρύνουν ἐπίσης τήν μετάδοσιν καταλλήλων πανομοιοτύπων μετεωρολογικῶν χαρτῶν.

(ιιι) Νά καταρτίζουν καί νά ἐκδίδουν τά ἀναγκαιοῦντα δημοσιεύματα διά τήν ἀποτελεσματικήν διεξαγωγήν μετεωρολογικῶν ἐργασιῶν ἐν πλῷ καί νά μεριμνοῦν, ὅσον εἶναι πρακτικῶς δυνατόν, διά τήν δημοσίευσιν καί τήν διάθεσιν ἡμερησίων μετεωρολογικῶν χαρτῶν πρός πληροφορίαν τῶν ἀποπλεόντων πλοίων.

(ιν) Νά μεριμνοῦν ὅπως ἐπιλεγόμενα πλοῖα ἐφοδιάζωνται διά δεδοκιμασμένων ὀργάνων (καθώς βαρόμετρον, βαρογράφον, ψυχρόμετρον καί κατάλληλον συσκευήν διά τήν μέτρησιν τῆς θερμοκρασίας τῆς θαλάσσης) προσδιοριζομένων διά τόν σκοπόν αὐτόν, ἵνα λαμβάνουν μετεωρολογικάς παρατηρήσεις καθ' ὡρισμένας συμβατικάς ὥρας διά συνοπτικάς παρατηρήσεις ἐπιφανείας (τετράκις τῆς ἡμέρας τοὐλάχιστον, ὁσάκις αἱ περιστάσεις τό ἐπιτρέπουν) καί νά ἐνθαρρύνουν ἄλλα πλοῖα νά λαμβάνουν παρατηρήσεις ὑπό ἄλλην μορφήν, ἰδιαιτέρως ὅταν εὑρίσκωνται εἰς περιοχάς ἔνθα ἡ ναυσιπλοΐα εἶναι ἀραιά. Τά πλοῖα ταῦτα νά μεταδίδουν τάς παρατηρήσεις των διά τοῦ ἀσυρμάτου πρός ἐξυπηρέτησιν τῶν διαφόρων ἐπισήμων μετεωρολογικῶν ὑπηρεσιῶν, ἐπαναλαμβάνοντα τάς πληροφορίας των πρός ἐξυπηρέτησιν τῶν εἰς γειτνιάζουσαν περιοχή πλοίων. Ὅταν γειτνιάζουν πρός τροπικήν θύελλαν ἤ πρός ὕποπτον τροπικήν θύελλαν, τά πλοῖα δέον νά ἐνθαρρύνωνται ὅπως λαμβάνουν καί μεταδίδουν τάς παρατηρήσεις των εἰς συχνότερα διαστήματα ὁσάκις εἶναι πρακτικῶς δυνατόν, λαμβανομένων ὑπ' ὄψιν τῶν εἰς καθήκοντα ναυσιπλοΐας ἀπασχολήσεων τῶν ἀξιωματικῶν τοῦ πλοίου κατά τήν διάρκειαν τῆς θυέλλης.

(ν) Νά μεριμνοῦν διά τήν λῆψιν καί μετάδοσιν ὑπό τῶν παρακτίων σταθμῶν ἀσυρμάτου μετεωρολογικῶν δελτίων ἐκ τῶν πλοίων καί πρός τά πλοῖα. Εἰς τά πλοῖα ἅτινα δέν δύνανται νά ἐπικοινωνήσουν ἀπ' εὐθείας μέ τήν ἀκτήν θά συνιστᾶται ὅπως μεταδίδουν τά μετεωρολογικά των δελτία μέσῳ τῶν ὠκεανοπόρων πλοίων μετεωρολογικῆς ὑπηρεσίας, ἤ μέσῳ ἄλλων πλοίων ἅτινα εὑρίσκονται εἰς ἐπαφήν μέ τήν ἀκτήν.

(νι) Νά συνιστοῦν εἰς ὅλους τούς πλοιάρχους ὅπως εἰδοποιοῦν τά γειτνιάζοντα πλοῖα καί τούς παρακτίους σταθμούς ὁσάκις συναντοῦν ἄνεμον ταχύτητος 50 κόμβων καί ἄνω (δύναμις 10 κλίμακος Μπωφόρ).

(νιι) Νά προσπαθοῦν δι' ἐπίτευξιν ὁμοιομόρφου διαδικασίας ἐν σχέσει πρός τάς καθωρισμένας ἤδη διεθνεῖς μετεωρολογικάς ὑπηρεσίας, καί, ὅσον εἶναι πρακτικῶς δυνατόν, νά συμμορφοῦνται πρός τούς Τεχνικούς Κανονισμούς καί πρός τάς γενομένας συστάσεις ὑπό τοῦ Διεθνοῦς Μετεωρολογικοῦ Ὀργανισμοῦ, εἰς τόν ὁποῖον τά Συμβαλλόμενα Κράτη δύνανται νά ἀναφέρωνται πρός μελέτην καί συμβουλήν ἐπί παντός ζητήματος μετεωρολογικῆς φύσεως, ὅπερ δυνατόν νά ἀνακύψῃ κατά τήν ἐφαρμογήν τῆς παρούσης Συμβάσεως.

(γ) Αἱ πληροφορίαι περί οὗ ὁ παρόν Κανονισμός θά δίδωνται ὑπό τόν τύπον τόν προβλεπόμενον διά μετάδοσιν καί θά μεταδίδωνται κατά τήν σειράν προτεραιότητος, τήν καθοριζομένην ὑπό τῶν Κανονισμῶν Ραδιοεπικοινωνίας, κατά δέ τήν μετάδοσιν «πρός ὅλους τούς σταθμούς» μετεωρολογικῶν πληροφοριῶν, προγνωστικῶν καί προειδοποιήσεων, ὅλοι οἱ σταθμοί τῶν πλοίων δέον νά συμμορφοῦνται πρός τάς διατάξεις τῶν Κανονισμῶν Ραδιοεπικοινωνίας.

(δ) Προγνωστικά, προειδοποιήσεις, συνοπτικαί καί ἄλλαι μετεωρολογικαί ἐκθέσεις προοριζόμεναι διά πλοῖα, θά ἐκπέμπωνται καί θά μεταδίδωνται ὑπό τῆς ἐθνικῆς ὑπηρεσίας ἐκ τῆς καταλληλοτέρας θέσεως πρός ἐξυπηρέτησιν τῶν διαφόρων ζωνῶν καί περιοχῶν, συμφώνως πρός τάς ἀμοιβαίας συμφωνίας τάς γενομένας μεταξύ τῶν ἐνδιαφερομένων Συμβαλλομένων Κρατῶν.

Κανονισμός 5

Ὑπηρεσία Περιπολίας Πάγων

(α) Τά Συμβαλλόμενα Κράτη ἀναλαμβάνουν τήν ὑποχρέωσιν νά διατηροῦν ὑπηρεσίαν περιπολίας πάγων καί ὑπηρεσίαν μελέτης καί παρατηρήσεων τῆς καταστάσεως τῶν πάγων ἐν τῷ Βορείῳ Ἀτλαντικῷ. Καθ' ὅλην τήν διάρκειαν τῆς ἐποχῆς τῶν πάγων, τά νοτιοανατολικά, τά νότια καί τά νοτιοδυτικά ὅρια τῶν περιοχῶν τῶν παγοβούνων πλησίον τῶν Μεγάλων Ὑφάλων τῆς Νέας Γῆς, θά ἐπιτηροῦνται πρός τόν σκοπόν ὅπως πληροφοροῦν τά διερχόμενα πλοῖα περί τῆς ἐκτάσεως τῆς ἐπικινδύνου ταύτης περιοχῆς, πρός μελέτην τῆς καταστάσεως τῶν πάγων γενικῶς καί πρός τόν σκοπόν ὅπως παρέχεται βοήθεια εἰς τά πλοῖα καί τά πληρώματα τά ἔχοντα ἀνάγκην τοιαύτης ἐντός τῆς ἀκτῖνος δράσεως τῶν περιπολικῶν πλοίων. Κατά τό ὑπόλοιπον ἔτος ἡ μελέτη καί ἡ παρατήρησις τῆς καταστάσεως τῶν πάγων θά τηρῆται ἐφ' ὅσον κρίνεται σκόπιμον.

(β) Εἰς πλοῖα καί ἀεροσκάφη χρησιμοποιούμενα εἰς τήν ὑπηρεσίαν περιπολίας πάγων, καί τήν μελέτην καί παρατήρησιν τῆς καταστάσεως τῶν πάγων, δύνανται νά ἀνατεθῶσιν, ὑπό τοῦ ἐκτελοῦντος τήν ὑπηρεσίαν Κράτους, καί ἄλλα καθήκοντα, ὑπό τόν ὅρον ὅπως τά καθήκοντα ταῦτα μή παρεμποδίζουν τήν κυρίαν ἀποστολήν των ἤ μή αὐξάνουν τά ἔξοδα τῆς ὑπηρεσίας ταύτης.

Κανονισμός 6

Περιπολία Πάγων. Διαχείρισις καί Δαπάναι

(α) Ἡ Κυβέρνησις τῶν Ἡνωμένων Πολιτειῶν τῆς Ἀμερικῆς δέχεται νά συνεχίσῃ τήν διαχείρισιν τῆς ὑπηρεσίας περιπολίας πάγων καί τήν μελέτην καί παρατήρησιν τῶν συνθηκῶν τῶν πάγων, περιλαμβανομένης τῆς μεταδόσεως τῶν οὕτω ἐπιτευχθεισῶν πληροφοριῶν. Τά Συμβαλλόμενα Κράτη τά ἰδιαιτέρως ἐνδιαφερόμενα διά τάς ὑπηρεσίας ταύτας, ἀναλαμβάνουν τήν ὑποχρέωσιν νά συνεισφέρουν εἰς τάς δαπάνας συντηρήσεως καί λειτουργίας τῶν ὑπηρεσιῶν τούτων. Ἑκάστη εἰσφορά θά βασίζεται ἐπί τῆς ὁλικῆς χωρητικότητος τῶν πλοίων ἑκάστου συνεισφέροντος Κράτους, τῶν διερχομένων διά τῶν περιοχῶν τῶν παγόβουνων τῶν ἐπιτηρουμένων ὑπό τῆς Ὑπηρεσίας Περιπολίας Πάγων. Ἰδιαιτέρως ἕκαστον Συμβαλλόμενον Κράτος εἰδικῶς ἐνδιαφερόμενον ἀναλαμβάνει τήν ὑποχρέωσιν νά συνεισφέρῃ ἐτησίως εἰς τάς δαπάνας συντηρήσεως καί λειτουργίας τῶν ὑπηρεσιῶν τούτων ποσόν καθοριζόμενον ὑπό τῆς ἀναλογίας τοῦ συνόλου τῆς ὁλικῆς χωρητικότητος τῶν πλοίων τοῦ Συμβαλλομένου Κράτους τῶν διερχομένων κατά τήν ἐποχήν τῶν πάγων διά τῶν περιοχῶν τῶν παγοβούνων τῶν ἐπιτηρουμένων ὑπό τῆς Ὑπηρεσίας Περιπολίας Πάγων, πρός τό σύνολον τῆς ὁλικῆς χωρητικότητος τῶν πλοίων ὅλων τῶν Συμβαλλομένων Κρατῶν τῶν διερχομένων κατά τήν ἐποχήν τῶν πάγων διά τῶν περιοχῶν τῶν

ἐπιτηρουμένων ὑπό τῆς 'Υπηρεσίας Περιπολίας Πάγων. Τά μή Συμβαλλόμενα Κράτη ἅτινα ἐνδιαφέρονται εἰδικῶς, δύνανται νά συνεισφέρουν, ἐπί τῆς αὐτῆς βάσεως, εἰς τήν δαπάνην συντηρήσεως καί λειτουργίας τῶν ὑπηρεσιῶν τούτων. Τό ἀναλαβόν τήν διαχείρισιν Κράτος θά παρέχῃ ἐτησίως εἰς ἕκαστον συνεισφέρον Κράτος ἔκθεσιν τῆς ὁλικῆς δαπάνης συντηρήσεως καί λειτουργίας τῆς Περιπολίας Πάγων καί τῆς κατ' ἀναλογίαν συμμετοχῆς ἑκάστου Συμβαλλομένου Κράτους.

(β) "Εκαστον τῶν συνεισφερόντων Κρατῶν ἔχει τό δικαίωμα νά τροποποιῇ ἤ νά διακόπτῃ τήν εἰσφοράν αὐτοῦ καί ἄλλα Συμβαλλόμενα Κράτη δύνανται νά ἀναλάβουν νά συνεισφέρουν εἰς τήν δαπάνην. Τό συνεισφέρον Κράτος ὅπερ θά κάμῃ χρῆσιν τοῦ δικαιώματος τούτου θά ἐξακολουθῇ νά εἶναι ὑπόχρεον διά τήν τρέχουσαν εἰσφοράν του μέχρι τῆς 1ης Σεπτεμβρίου, ἥτις ἕπεται τῆς ἡμερομηνίας κατά τήν ὁποίαν εἰδοποίησε περί τῆς προθέσεως αὐτοῦ ὅπως τροποποιήσῃ ἤ διακόψῃ τήν εἰσφοράν του. "Ινα κάμῃ χρῆσιν τοῦ ῥηθέντος δικαιώματος δέον ὅπως εἰδοποιήσῃ τό διαχειριζόμενον Κράτος ἕξ τοὐλάχιστον μῆνας πρό τῆς ῥηθείσης 1ης Σεπτεμβρίου.

(γ) 'Εάν, καθ' οἱονδήποτε χρόνον, ἡ Κυβέρνησις τῶν 'Ηνωμένων Πολιτειῶν ἐπιθυμήσῃ νά διακόψῃ τάς ὑπηρεσίας ταύτας, η. ἐάν ἕν τῶν συνεισφερόντων Κρατῶν ἐκφράσῃ τήν ἐπιθυμίαν νά ἀπαλλαγῇ τῆς εὐθύνης διά τήν χρηματικήν εἰσφοράν του, ἤ νά τροποποιήσῃ τήν εἰσφοράν του, ἤ ἕτερον Συμβαλλόμενον Κράτος ἤθελεν ἐπιθυμήσει ὅπως ἀναλάβῃ νά εἰσφέρῃ εἰς τήν δαπάνην, τά συνεισφέροντα Κράτη θέλουν διακανονίσει τό ζήτημα συμφώνως πρός τά ἀμοιβαῖα αὐτῶν συμφέροντα.

(δ) Τά συνεισφέροντα Κράτη θά ἔχουν τό δικαίωμα κατόπιν κοινῆς συμφωνίας νά προβαίνουν ἀπό καιροῦ εἰς καιρόν εἰς τροποποιήσεις τῶν διατάξεων τοῦ παρόντος Κανονισμοῦ καί τοῦ Κανονισμοῦ 5, τοῦ παρόντος Κεφαλαίου ὅσας ἤθελον κρίνει ἐπιθυμητάς.

(ε) "Οπου ὁ παρών Κανονισμός προβλέπει ὅτι μέτρον τι δύναται νά ληφθῇ κατόπιν συμφωνίας μεταξύ τῶν Συμβαλλομένων Κρατῶν, αἱ ὑποβαλλόμεναι προτάσεις ὑπό οἱουδήποτε Συμβαλλομένου Κράτους πρός λῆψιν τοῦ μέτρου τούτου θά κοινοποιοῦνται πρός τό ἔχον τήν διαχείρισιν Κράτος, τό ὁποῖον θά ἐπικοινωνήσῃ μετά τῶν ἄλλων συνεισφερόντων Κρατῶν πρός τόν σκοπόν νά ἐξακριβώσῃ ἐάν δέχωνται τάς τοιαύτας προτάσεις. Τά ἀποτελέσματα τῆς τοιαύτης ἐρεύνης θά ἀποστέλλωνται πρός τά λοιπά συνεισφέροντα Κράτη καί τό ὑποβάλλον τήν πρότασιν Συμβαλλόμενον Κράτος. 'Ιδιαιτέρως, αἱ γενόμεναι ῥυθμίσεις σχετικῶς μέ τάς εἰσφοράς εἰς τήν δαπάνην τῶν ὑπηρεσιῶν θά ἀναθεωροῦνται ὑπό τῶν συνεισφερόντων Κρατῶν κατά διαστήματα μή ὑπερβαίνοντα τήν τριετίαν. Τό διαχειριζόμενον Κράτος θά ἀναλαμβάνῃ τήν πρωτοβουλίαν διά τήν ἐκτέλεσιν τῶν δεόντων πρός τόν σκοπόν τοῦτον.

Κανονισμός 7

Ταχύτης εἰς τήν Περιοχήν τῶν Πάγων

'Οσάκις ἀναφέρεται παρουσία πάγων ἐπί τῆς πορείας του ἤ πλησίον ταύτης, ὁ πλοίαρχος παντός πλοίου ὑποχρεοῦται ὅπως κατά τήν νύκτα πλέῃ μέ μετρίαν ταχύτητα, ἤ νά μεταβάλῃ πορείαν οὕτως ὥστε νά διέλθῃ ἐπαρκῶς μακράν τῆς ἐπικινδύνου ζώνης.

Κανονισμός 8

Πορειογράφησις (Routeing)

(α) 'Η κρατήσασα πρακτική ν' ἀκολουθῶνται, ἰδίᾳ εἰς συγκλινούσας περιοχάς, πορεῖαι υἱοθετούμεναι πρός σκοπόν διαχωρισμοῦ τῆς κυκλοφορίας καί ἀποφυγήν τοῦ πλοῦ διά περιοχῶν, τάς ὁποίας δέον ν' ἀποφεύγουν πλοῖα ἤ ὡρισμέναι κατηγορίαι πλοίων, ἤ πρός τόν σκοπόν ἀποφυγῆς ἐπισφαλῶν συνθηκῶν, ἔχει συμβάλλει εἰς τήν προαγωγήν τῆς ἀσφαλείας τῆς ναυσιπλοΐας καί ὡς ἐκ τούτου συνιστᾶται πρός χρῆσιν ὑφ' ἁπάντων τῶν ἐνδιαφερομένων πλοίων.

(β) 'Ο IMCO ἀναγνωρίζεται ὡς τό μόνον διεθνές ὄργανον πρός καθιέρωσιν καί υἱοθέτησιν, ἐπί διεθνοῦς ἐπιπέδου, μέτρων ἀφορώντων εἰς τήν ἐγκαθίδρυσιν συστημάτων πορειῶν καί τόν καθορισμόν περιοχῶν, αἵτινες δέον ν' ἀποφεύγωνται ὑπό τῶν πλοίων ἤ ὡρισμένων κατηγοριῶν πλοίων. Θά συγκεντρώνῃ καί διανέμῃ εἰς τάς Συμβαλλομένας Κυβερνήσεις ἁπάσας τάς συναφεῖς πληροφορίας.

(γ) 'Η ἐπιλογή τῶν πορειῶν καί ἡ σχετικῶς μέ αὐτάς πρωτοβουλία ἐνεργείας, ὡς καί ὁ καθορισμός τοῦ τί συνιστᾶ τάς συγκλινούσας περιοχάς θ' ἀποτελῇ, κατ' ἀρχήν, εὐθύνην τῶν ἐνδιαφερομένων Κυβερνήσεων. Κατά τήν σχεδίασιν συστημάτων πορειῶν, τά ὁποῖα διέρχονται διά διεθνῶν ὑδάτων ἤ ἑτέρων συναφῶν συστημάτων, τά ὁποῖα αὗται θά ἐπεθύμουν νά τύχουν τῆς συστάσεως τοῦ 'Οργανισμοῦ (IMCO), αἱ Κυβερνήσεις θά συμβουλεύωνται δεόντως τά ὑπό τούτου κυκλοφοροῦντα συναφῆ στοιχεῖα καί πληροφορίας.

(δ) Αἱ Συμβαλλόμεναι Κυβερνήσεις θ' ἀσκήσουν τήν ἐπιρροήν των πρός ἐξασφάλισιν τῆς κανονικῆς χρησιμοποιήσεως τῶν υἱοθετουμένων πορειῶν, πρός δέ θά πράξουν πᾶν τό, κατ' αὐτάς, δυνατόν, πρός καθιέρωσιν τῶν ὑπό τοῦ 'Οργανισμοῦ συνιστωμένων μέτρων τῶν σχέσιν ἐχόντων μέ τά συστήματα πορειῶν τῶν πλοίων.

(ε) Αἱ Συμβαλλόμεναι Κυβερνήσεις θά παρακινοῦν, προσέτι, ἅπαντα τά πλοῖα τά κατευθυνόμενα εἰς περιοχάς γειτνιαζούσας πρός τήν περιοχήν Grand Banks τῆς Νέας Γῆς (Newfoundland), ὅπως, κατά τό πρακτικῶς δυνατόν, ἀποφεύγουν τ' ἁλίπεδα τῆς Ν. Γῆς βορείως τοῦ 43ου βορείου παραλλήλου καί διέρχωνται ἐκτός τῶν περιοχῶν, αἱ ὁποῖαι εἶναι γνωστόν ἤ πιστεύεται ὅτι ἐκτίθενται εἰς τόν κίνδυνον τῶν πάγων.

Κανονισμός 9

Κακή Χρῆσις Σημάτων Κινδύνου

'Η χρῆσις διεθνοῦς σήματος κινδύνου, ἐκτός διά τόν σκοπόν ὅπως δείξῃ ὅτι πλοῖον τι ἤ ἀεροσκάφος εὑρίσκεται ἐν κινδύνῳ καί ἡ χρῆσις σήματος τό ὁποῖον δύναται νά συγχισθῇ πρός διεθνές σῆμα κινδύνου, ἀπαγορεύεται εἰς ὅλα τά πλοῖα ἤ τά ἀεροσκάφη.

Κανονισμός 10

Σήματα Κινδύνου. 'Υποχρεώσεις καί Διαδικασίαι

(α) 'Ο πλοίαρχος παντός πλοίου εὑρισκομένου ἐν πλῷ ὅστις λαμβάνει σῆμα ἐξ οἱασδήποτε πηγῆς ὅτι πλοῖον ἤ ἀεροσκάφος ἤ σωστικόν μέσον αὐτῶν εὑρίσκεται ἐν κινδύνῳ, ὑποχρεοῦται νά πλεύσῃ ὁλοταχῶς πρός βοήθειαν τῶν ἐν κινδύνῳ προσώπων, εἰδοποιῶν ταῦτα, ἐάν εἶναι δυνατόν, περί τούτου. 'Εάν δέν δύναται νά πράξῃ τοῦτο ἤ ἐάν, λόγῳ τῶν εἰδικῶν συνθηκῶν εἰς τήν περίπτωσιν ταύτην, δέν θεωρηθῇ εὔλογον ἤ ἀναγκαῖον νά προστρέξῃ εἰς βοήθειάν των, ὀφείλει νά καταχωρήσῃ εἰς τό ἡμερολόγιον τόν λόγον διά τόν ὁποῖον δέν προστρέχει εἰς βοήθειαν τῶν κινδυνευόντων προσώπων.

(β) 'Ο πλοίαρχος πλοίου εὑρισκομένου ἐν κινδύνῳ, ἀφ' οὗ συνεννοηθῇ, ὅσον τοῦτο εἶναι δυνατόν, μετά τῶν πλοιάρχων τῶν πλοίων ἅτινα ἀπήντησαν εἰς τήν ὑπ' αὐτοῦ γενομένην ἐπίκλησιν βοηθείας, ἔχει τό δικαίωμα νά ἐπιτάξῃ ἕν ἤ πλείονα ἐκ τῶν

πλοίων τούτων τά όποία θεωρεῖ τά πλέον ἱκανά νά παράσχουν βοήθειαν, καί ὁ πλοίαρχος ἤ οἱ πλοίαρχοι τοῦ πλοίου ἤ τῶν πλοίων τῶν ἐπιταχθέντων ἔχουν καθῆκον νά συμμορφωθοῦν πρός τήν ἐπίταξιν, ἐξακολουθοῦντες νά πλέουν ὁλοταχῶς πρός βοήθειαν τῶν κινδυνευόντων προσώπων.

(γ) Ὁ πλοίαρχος πλοίου τινός ἀπαλάσσεται τῆς ὑποχρεώσεως τῆς ἐπιβαλλομένης ὑπό τῆς παραγράφου (α) τοῦ παρόντος Κανονισμοῦ, ἐάν πληροφορηθῇ ὅτι ἕν ἤ περισσότερα πλοῖα ἐκτός τοῦ ἰδικοῦ του ἔχουν ἐπιταχθῆ καί ἔχουν συμμορφωθῆ πρός τήν ἐπίταξιν.

(δ) Ὁ πλοίαρχος πλοίου τινός ἀπαλλάσσεται τῆς ὑποχρεώσεως τῆς ἐπιβαλλομένης ὑπό τῆς παραγράφου (α) τοῦ παρόντος Κανονισμοῦ, καί, ἐάν τό πλοῖον του ἔχῃ ἐπιταχθῆ, ἀπό τῆς ὑποχρεώσεως τῆς ἐπιβαλλομένης ὑπό τῆς παραγράφου (β) τοῦ παρόντος Κανονισμοῦ, ἐάν εἰδοποιηθῇ ὑπό τῶν κινδυνευόντων προσώπων, ἤ ἀπό τόν πλοίαρχον ἑτέρου πλοίου τό ὁποῖον κατέφθασε τά πρόσωπα ταῦτα, ὅτι ἡ βοήθεια δέν εἶναι πλέον ἀναγκαία.

(ε) Αἱ διατάξεις τοῦ παρόντος Κανονισμοῦ δέν ἀντιτίθενται πρός τήν Διεθνῆ Σύμβασιν περί ἑνοποιήσεως κανόνων τινῶν ἀφορώντων τήν Βοήθειαν καί τήν Διάσωσιν ἐν Θαλάσσῃ, τήν ὑπογραφεῖσαν ἐν Βρυξέλλαις τήν 23ην Σεπτεμβρίου 1910, ἰδιαιτέρως πρός τήν ὑποχρέωσιν διά παροχήν βοηθείας τήν ἐπιβαλλομένην ὑπό τοῦ ἄρθρου 11 τῆς Συμβάσεως ταύτης.

Κανονισμός 11

Φανοί Σημάτων

Ὅλα τά πλοῖα ὁλικῆς χωρητικότητος ἀνωτέρας τῶν 150 κόρων, ὅταν ἐκτελοῦν διεθνεῖς πλόας, θά φέρουν ἕνα φανόν σημάτων ἡμέρας καλῆς ἀποδόσεως, ὅστις δέν θά τροφοδοτῆται ἀποκλειστικῶς μόνον ἐκ τῆς κυρίας ἠλεκτρικῆς ἐνεργείας τοῦ πλοίου.

Κανονισμός 12

Ναυτιλιακά Ὄργανα Φερόμενα Ἐπί Πλοίων.

(α) Ἅπαντα τά πλοῖα 1.600 κ. ο. χ. καί ἄνω θά εἶναι ἐφωδιασμένα μέ μίαν Συσκευήν Radar τύπου ἐγκεκριμένου ὑπό τῆς Ἀρχῆς. Ἐπί τῆς γεφύρας τῶν πλοίων τούτων θά ὑφίστανται μέσα διά τήν ὑποτύπωσιν τῶν ἐνδείξεων τοῦ Radar.

(β) Ἅπαντα τά πλοῖα 1.600 κ.ο.χ. καί ἄνω, ἐφ᾽ ὅσον ἐκτελοῦν διεθνεῖς πλόας θά εἶναι ἐφωδιασμένα διά συσκευῆς ραδιογωνιομέτρου, ἥτις θά πληροῖ τάς διατάξεις τοῦ Κανονισμοῦ 12 τοῦ Κεφαλαίου IV. Ἡ Ἀρχή δύναται, ἐντός περιοχῶν ὅπου θεωρεῖ ὅτι ὁ ἐφοδιασμός διά ταύτης συσκευῆς δέν εἶναι εὔλογος ἤ ἀναγκαῖος νά ἐξαιρέσῃ τῆς ἀπαιτήσεως ταύτης πᾶν πλοῖον ὁλικῆς χωρητικότητος κατωτέρας τῶν 5.000 κόρων, λαμβανομένου σοβαρῶς ὑπ᾽ ὄψιν τοῦ γεγονότος ὅτι ἡ συσκευή Ραδιογωνιομέτρου εἶναι διπλῆς ἀξίας, ἤτοι ὡς ναυτιλιακόν ὄργανον καί ὡς βοήθεια ἐντοπισμοῦ τῶν πλοίων, ἀεροσκαφῶν ἤ πλωτῶν σωστικῶν μέσων.

(γ) Ἅπαντα τά πλοῖα 1.600 κ.ο.χ. καί ἄνω, ἐφ᾽ ὅσον ἐκτελοῦν διεθνεῖς πλόας θά εἶναι ἐφωδιασμένα διά γυροσκοπικῆς πυξίδος ἐπιπλέον τῆς μαγνητικῆς τοιαύτης. Ἡ Ἀρχή ἐφ᾽ ὅσον θεωρεῖ ὡς μή εὔλογον ἤ ἀναγκαίαν τήν ἀπαίτησιν γυροπυξίδος δύναται νά ἐξαιρέσῃ ταύτης πλοῖα κάτω τῶν 5.000 κ.ο.χ.

(δ) Ἅπαντα τά νέα πλοῖα 500 κ.ο.χ. καί ἄνω, ἐφ᾽ ὅσον ἐκτελοῦν διεθνεῖς πλόας, θά εἶναι ἐφωδιασμένα διά μιᾶς ἠχοβολιστικῆς συσκευῆς.

(ε) Ἐφ᾽ ὅσον θά λαμβάνωνται ἅπαντα τά λογικῶς ἀπαιτούμενα μέτρα διά τήν διατήρησιν τῶν ὀργάνων εἰς κατάστασιν καλῆς λειτουργίας, βλάβης εἰς τήν συσκευήν Radar, γυροσκοπικήν πυξίδα ἤ ἠχοβολιστικήν συσκευήν δέν θά θεωρεῖται ὡς καθιστῶσα τό πλοῖον ἀναξιόπλουν ἤ ὡς λόγος κατακρατήσεως τούτου εἰς λιμένας ἔνθα εὐκολίαι διά τήν ἐπισκευήν δέν εἶναι ἀμέσως διαθέσιμοι.

(στ) Ἅπαντα τά νέα πλοῖα 1.600 κ.ο.χ. καί ἄνω, ἐφ᾽ ὅσον ἐκτελοῦν διεθνεῖς πλόας, θά εἶναι ἐφωδιασμένα μέ μιάν ραδιοεντοπιστικήν συσκευήν ἐπί τῆς ραδιοτηλεφωνικῆς συχνότητος κινδύνου συμμορφουμένων πρός τάς σχετικάς διατάξεις τῆς παραγράφου (β) τοῦ Κανονισμοῦ 12 τοῦ Κεφαλαίου IV.

Κανονισμός 13

Ἐπάνδρωσις.

Τά Συμβαλλόμενα Κράτη ἀναλαμβάνουν, ἕκαστον διά τά πλοῖα τῆς ἐθνικότητός του, νά τηροῦν ἐν ἰσχύϊ, ἤ, ἐάν εἶναι ἀναγκαῖον, νά υἱοθετοῦν μέτρα πρός τόν σκοπόν νά ἐξασφαλίζεται ὅτι, ἀπό ἀπόψεως ἀσφαλείας τῆς ἀνθρωπίνης ζωῆς ἐν θαλάσσῃ, ὅλα τά πλοῖα θά εἶναι ἐπαρκῶς καί ποιοτικῶς ἐπηνδρωμένα.

Κανονισμός 14

Βοηθήματα Ναυσιπλοΐας.

Τά Συμβαλλόμενα Κράτη ἀναλαμβάνουν τήν ὑποχρέωσιν ὅπως μεριμνοῦν διά τήν ἐγκατάστασιν καί συντήρησιν τοιούτων βοηθημάτων ναυσιπλοΐας, περιλαμβανομένων τῶν ραδιοφάρων καί ἠλεκτρονικῶν βοηθημάτων, ὅσα κατά τήν γνώμην των δικαιολογεῖ ὁ ὄγκος τῆς ναυτιλιακῆς κινήσεως καί ἀπαιτεῖ ὁ βαθμός τοῦ κινδύνου καί νά μεριμνοῦν ὅπως αἱ πληροφορίαι αἱ σχετικαί πρός τά βοηθήματα ταῦτα, τίθενται εἰς τήν διάθεσιν πάντων τῶν ἐνδιαφερομένων.

Κανονισμός 15

Ἔρευνα καί Διάσωσις

(α) Ἕκαστον Συμβαλλόμενον Κράτος ἀναλαμβάνει τήν ὑποχρέωσιν ὅπως ἐξασφαλίζῃ τήν λῆψιν τῶν ἀναγκαιούντων μέτρων διά τήν ἐπιτήρησιν τῶν ἀκτῶν καί τήν διάσωσιν κινδυνευόντων προσώπων εἰς τήν πέριξ τῶν ἀκτῶν του θάλασσαν. Τά μέτρα ταῦτα θά περιλαμβάνουν τήν ἵδρυσιν, τήν λειτουργίαν καί τήν συντήρησιν τοιούτων μέσων ναυτιλιακῆς ἀσφαλείας, ὅσα κρίνονται πρακτικῶς ἐφαρμόσιμα καί ἀναγκαῖα, λαμβανομένης ὑπ᾽ ὄψιν τῆς πυκνότητος τῆς ναυτιλιακῆς κινήσεως καί τῶν κινδύνων τῆς ναυσιπλοΐας καί θά παρέχουν ὅσον εἶναι δυνατόν, κατάλληλα μέσα διά τόν ἐντοπισμόν καί τήν διάσωσιν τῶν προσώπων τούτων.

(β) Ἕκαστον Συμβαλλόμενον Κράτος ἀναλαμβάνει ὅπως παρέχῃ πληροφορίας σχετικάς πρός τά ὑπάρχοντα μέσα διασώσεως ἅτινα διαθέτει καί τάς προβλέψεις τροποποιήσεως τούτων, ἐάν ὑπάρχουν τοιαῦται.

Κανονισμός 16

Σήματα Διασώσεως

Τά ἀκόλουθα σήματα θά χρησιμοποιοῦνται ὑπό τῶν σταθμῶν διασώσεως καί τῶν ναυτικῶν μονάδων διασώσεως ὅταν ἐπικοινωνοῦν μετά πλοίων ἤ προσώπων ἐν κινδύνῳ καί ὑπό τῶν πλοίων ἤ προσώπων ἐκ κινδύνῳ ὅταν ἐπικοινωνοῦν μετά τῶν σταθμῶν

διασώσεως καί τῶν ναυτικῶν μονάδων διασώσεως. Τά χρησιμοποιούμενα σήματα ὑπό ἀεροσκαφῶν ἐκτελούντων ἐργασίας ἐρεύνης καί διασώσεως διά τήν καθοδήγησιν τῶν πλοίων καθορίζονται εἰς τήν κατωτέρω παράγραφον (δ). Εἰς εἰκονογραφημένος πίναξ περιγράφων τά κατωτέρω ἀναφερόμενα σήματα θά εἶναι πάντοτε διαθέσιμος εἰς τόν ἀξιωματικόν φυλακῆς ἑκάστου πλοίου εἰς τό ὁποῖον τό παρόν Κεφάλαιον ἐφαρμόζεται.

(α) Ἀπαντήσεις σταθμῶν διασώσεως ἤ ναυτικῶν μονάδων διασώσεως εἰς τά σήματα κινδύνου τά ἐκπεμπόμενα ὑπό τοῦ πλοίου ἤ προσώπου:

Σῆμα.	Σημασία.
Τήν ἡμέραν. Σῆμα καπνοῦ πορτοκαλόχρουν ἤ συνδυασμένον φωτεινόν καί ἠχητικόν σῆμα (ἀστραπή βροντή) συνιστάμενον ἐκ τριῶν ἁπλῶν σημάτων πυροδοτουμένων κατά διαστήματα ἑνός λεπτοῦ περίπου. *Τήν νύκτα.* Σκυταλίς λευκῶν ἀστέρων συνισταμένη ἐκ τριῶν ἁπλῶν σημάτων πυροδοτουμένων κατά διαστήματα ἑνός λεπτοῦ περίπου.	«Σᾶς βλέπομεν-βοήθεια θά σᾶς παρασχεθῇ ὅσον τό δυνατόν ταχύτερον». (Ἡ ἐπανάληψις τῶν σημάτων τούτων θά ἔχῃ τήν αὐτήν σημασίαν)

Ἐάν παραστῇ ἀνάγκη, τά σήματα τῆς ἡμέρας δύνανται νά ἐκπέμπωνται τήν νύκτα ἤ τά σήματα τῆς νυκτός τήν ἡμέραν.

(β) Σήματα δι' ἀποβίβασιν πρός ὁδηγίαν μικρῶν λέμβων μεταφερουσῶν πληρώματα ἤ πρόσωπα ἐν κινδύνῳ:

Σῆμα	Σημασία.
Τήν ἡμέραν. Κατακόρυφος κίνησις λευκῆς σημαίας ἤ τῶν βραχιόνων ἤ πυροδότησις σήματος πρασίνων ἀστέρων ἤ σηματοδότησις τοῦ γράμματος «K» (.—) τοῦ κώδικος διδομένου ὑπό συσκευῆς παραγούσης σήματα φωτεινά ἤ ἠχητικά. τήν νύκτα. Κατακόρυφος κίνησις λευκοῦ φωτός ἤ βεγγάλικοῦ ἤ πυροδότησις σήματος, πρασίνου ἀστέρος ἤ σηματοδότησις τοῦ γράμματος «K» (-.-) τοῦ Κώδικος διδομένου ὑπό συσκευῆς παραγούσης φωτεινά ἤ ἠχητικά σήματα. Μία περιοχή (ἔνδειξις κατευθύνσεως) δύναται νά δοθῇ διά τῆς τοποθετήσεως λευκοῦ σταθεροῦ φωτός, ἤ λευκοῦ Βεγγαλικοῦ εἰς χαμηλότερον ἐπίπεδον. Γραμμή καταφυγῆς (ἔνδειξις κατευθύνσεως) δύναται νά δοθῇ διά τῆς τοποθετήσεως λευκοῦ σταθεροῦ φωτός ἤ λευκοῦ πυρσοῦ εἰς χαμηλότερον ἐπίπεδον καί εἰς εὐθεῖαν γραμμήν μέ τόν παρατηρητήν.	«Αὐτή εἶναι ἡ καλλιτέρα θέσις δι' ἀποβίβασιν».

Σῆμα	Σημασία.
Τήν ἡμέραν. Ὁριζόντιος κίνησις λευκῆς σημαίας ἤ τῶν βραχιόνων, ἐκτεινομένων ὁριζοντίως ἤ πυροδότησις σήματος ἐρυθρῶν ἀστέρων ἤ σηματοδότησις τοῦ γράμματος «S» (...) τοῦ κώδικος διδομένου ὑπό συσκευῆς παραγούσης σήματα φωτεινά ἤ ἠχητικά. *Τήν νύκτα.* Ὁριζόντιος κίνησις λευκοῦ φωτός ἤ λευκοῦ πυρσοῦ ἤ πυροδότησις σήματος ἐρυθρῶν ἀστέρων ἤ σηματοδότησις τοῦ γράμματος «S» (...) τοῦ κώδικος διδομένου ὑπό συσκευῆς παραγούσης σήματα φωτεινά ἤ ἠχητικά.	«Ἡ ἀποβίβασις ἐνταῦθα εἶναι ἐξαιρετικῶς ἐπικίνδυνος».
Τήν ἡμέραν. Ὁριζόντιος κίνησις λευκῆς σημαίας ἀκολουθουμένη ὑπό τῆς ἐμπήξεως τῆς λευκῆς σημαίας εἰς τό ἔδαφος καί ἑτέρας λευκῆς σημαίας φερομένης πρός τήν ὑποδεικτέαν διεύθυνσιν, ἤ πυροδότησις κατακορύφως ἑνός σήματος ἐρυθρῶν ἀστέρων καί ἑνός σήματος λευκῶν ἀστέρων κατά τήν διεύθυνσιν τῆς καλλιτέρας θέσεως ἀποβιβάσεως, ἤ σηματοδότησις τοῦ γράμματος «S» (...) τοῦ κώδικος ἀκολουθουμένου ὑπό τοῦ γράμματος «R» (.-.) τοῦ κώδικος ἐάν καλλιτέρα θέσις ἀποβιβάσεως τῆς ἐν κινδύνῳ λέμβου ὑπάρχῃ περισσότερον πρός τά δεξιά τῆς διευθύνσεως προσεγγίσεως, ἤ σηματοδότησις τοῦ γράμματος «L» (.-..) τοῦ κώδικος ἐάν ὑπάρχῃ καλλιτέρα θέσις ἀποβιβάσεως τῆς ἐν κινδύνῳ λέμβου περισσότερον πρός τά ἀριστερά τῆς διευθύνσεως προσεγγίσεως.	«Ἡ ἀποβίβασις ἐνταῦθα εἶναι ἐξαιρετικῶς ἐπικίνδυνος. Εὐνοϊκωτέρα θέσις πρός ἀποβίβασιν εὑρίσκεται εἰς τήν ὑποδεικνυομένην κατεύθυνσιν.
Τήν νύκτα. Ὁριζόντιος κίνησις λευκοῦ φωτός ἤ πυρσοῦ ἀκολουθουμένη ὑπό τῆς τοποθετήσεως τοῦ λευκοῦ φωτός εἰς τό ἔδαφος καί ἑτέρου λευκοῦ φωτός ἤ πυρσοῦ διευθυνομένου πρός τήν ὑποδεικτέαν διεύθυνσιν, ἤ πυροδότησις κατακορύφως ἑνός σήματος ἐρυθρῶν ἀστέρων καί ἑνός σήματος λευκῶν ἀστέρων κατά τήν διεύθυνσιν τῆς καλλιτέρας θέσεως ἀποβιβάσεως, ἤ σηματοδότησις τοῦ γράμματος «S» (...) τοῦ κώδικος ἀκολουθουμένου ὑπό τοῦ γράμματος «R» (.-.) τοῦ κώδικος ἐάν καλλιτέρα θέσις ἀποβιβάσεως τῆς ἐν κινδύνῳ λέμβου ὑπάρχῃ περισσότερον πρός τά δεξιά τῆς διευθύνσεως προσεγγίσεως, ἤ σηματοδότησις τοῦ γράμματος «L» (.-..) τοῦ κώδικος ἐάν ὑπάρχῃ καλλιτέρα θέσις ἀποβιβάσεως τῆς ἐν κινδύνῳ λέμβου περισσότερον πρός τά ἀριστερά τῆς διευθύνσεως προσεγγίσεως.	«Ἡ ἀποβίβασις ἐνταῦθα εἶναι ἐξαιρετικῶς ἐπικίνδυνος. Εὐνοϊκωτέρα θέσις πρός ἀποβίβασιν εὑρίσκεται εἰς τήν ὑποδεικνυομένην κατεύθυνσιν».

(γ) Σήματα χρησιμοποιητέα ἐν συσχετισμῷ πρός τήν χρησιμοποίησιν παρακτίων μέσων διασώσεως:

Σῆμα	Σημασία.
Τήν ἡμέραν. Κατακόρυφος κίνησις λευκῆς σημαίας ἤ τῶν βραχιόνων, ἤ πυροδότησις σήματος πρασίνων ἀστέρων. *Τήν νύκτα.* Κατακόρυφος κίνησις λευκοῦ φωτός ἤ λευκοῦ πυρσοῦ, ἤ πυροδότησις σήματος πρασίνων ἀστέρων.	Γενικῶς: «Καταφατικόν». Εἰδικῶς: «Σχοινίον σκυταλίδος κρατεῖται». «Ἔνουρος τρόχιλος προσεδέθη». «Ρῦμα προσεδέθη». «Ἄνθρωπος εὑρίσκεται ἐντός σωσιβίου συσκευῆς». «Ἕλξατε».
Τήν ἡμέραν. Ὁριζόντιος κίνησις λευκῆς σημαίας ἤ τῶν βραχιόνων ἐκτεινομένων ὁριζοντίως, ἤ πυροδότησις σήματος ἐρυθρῶν ἀστέρων. *Τήν νύκτα.* Ὁριζόντιος κίνησις λευκοῦ φωτός ἤ πυρσοῦ ἤ πυροδότησις σήματος ἐρυθρῶν ἀστέρων.	Γενικῶς: «Ἀρνητικόν». Εἰδικῶς: «Χαλαρώσατε». «Κράτει ἕλξιν».

(δ) Σήματα χρησιμοποιούμενα ὑπό ἀεροσκαφῶν ἐκτελούντων ἐργασίας ἐρεύνης καί διασώσεως διά νά κατευθύνουν τά πλοῖα πρός ἕν ἀεροσκάφος, ἕν πλοῖον, ἤ πρόσωπον ἐν κινδύνῳ. (Βλέπε ἐπεξηγηματικήν Σημείωσιν κατωτέρω.)

(ι) Οἱ κατωτέρω χειρισμοί γενόμενοι κατά σειράν ὑπό ἀροσκάφους σημαίνουν ὅτι τό ἀεροσκάφος κατευθύνει πλοῖον ἐπιφανείας πρός ἕν ἀεροσκάφος ἤ πρός ἕν πλοῖον ἐν κινδύνῳ:

(1) Περιγράφει ἕνα τουλάχιστον κύκλον πέριξ τοῦ πλοίου.

(2) Διασταυρώνει εἰς χαμηλόν ὕψος τήν μέλλουσαν πορείαν τοῦ πλοίου ἐπιφανείας πλησίον τῆς πρώρας αὐτοῦ, αὐξάνον καί μειῶνον τόν θόρυβον τῶν κινητήρων ἤ μεταβάλλον τό βῆμα τῶν ἑλίκων.

(3) Κατευθύνεται πρός τήν διεύθυνσιν εἰς τήν ὁποίαν τό πλοῖον ἐπιφανείας δέον νά κατευθυνθῇ.

Ἡ ἐπανάληψις τῶν χειρισμῶν τούτων ἔχει τήν αὐτήν σημασίαν.

(ιι) Ὁ ἀκόλουθος χειρισμός ἐκτελούμενος ὑπό ἀεροσκάφους σημαίνει ὅτι δέν ἀπαιτεῖται πλέον ἡ περαιτέρω βοήθεια εἰς τό πλοῖον ἐπιφανείας πρός τό ὁποῖον ἀπηυθύνετο τό σῆμα:

-διασταυρώνει τό ἴχνος τοῦ πλοίου εἰς χαμηλόν ὕψος πλησίον τῆς πρύμνης, αὐξάνον ἤ μειῶνον τόν θόρυβον τῶν κινητήρων ἤ μεταβάλλον τό βῆμα τῶν ἑλίκων.

Σημείωσις: Ὁ ὀργανισμός θά δίδῃ προειδοποίησιν τῶν μεταβολῶν τούτων ὡς θά εἶναι ἀναγκαῖον.

Κανονισμός 17

Κλίμακες Πλοηγῶν καί Μηχανικοί Ἀνελκυστῆρες Πλοηγῶν.

Πλοῖα ἐκτελοῦντα ταξίδια κατά τήν διάρκειαν τῶν ὁποίων εἶναι ἐνδεχόμενον νά ἐπιβιβασθῶσι πλοηγοί, θά συμμορφοῦνται πρός τάς ἀκολούθους ἀπαιτήσεις:

(α). *Κλίμακες Πλοηγῶν*

(ι) Ἡ κλίμαξ θά εἶναι κατάλληλος διά τήν ἐξασφάλισιν ἱκανότητος τῶν πλοηγῶν ὅπως ἐπιβιβάζωνται καί ἀποβιβάζωνται ἀσφαλῶς, θά τηρῆται καθαρά καί εἰς καλήν κατάστασιν καί δύναται νά χρησιμοποιεῖται ὑπό ὑπηρεσιακῶν καί ἑτέρων προσώπων ὅταν τό πλοῖον καταπλέῃ εἰς ἤ ἀποπλέῃ ἐκ λιμένος τινός.

(ιι) Ἡ κλίμαξ θά ἀσφαλίζεται εἰς θέσιν τοιαύτην ὥστε νά εἶναι μακράν οἱασδήποτε ἐκβολῆς ἐκ τοῦ πλοίου, ἑκάστη βαθμίς θά ἐφάπτεται σταθερῶς εἰς τήν πλευράν τοῦ πλοίου, θά εἶναι ὅσον εἶναι πρακτικῶς δυνατόν μακράν τῶν καμπύλων ἐπιφανειῶν τοῦ σκάφους καί ὁ πλοηγός θά δύναται νά ἀνέλθῃ ἀσφαλῶς καί εὐκόλως ἐπί τοῦ πλοίου χωρίς νά ἀναρριχηθῇ ὀλιγώτερον τοῦ 1,5 μέτρου (ἤ 5 ποδῶν) καί περισσότερον τῶν 9 μέτρων (ἤ 30 ποδῶν). Ἡ χρησιμοποιουμένη κλίμαξ θά ἀποτελεῖται ἐξ ἑνός τεμαχίου (μονοκόμματη) καί θά δύναται νά φθάνῃ τό ὕδωρ εἰς τό σημεῖον τοῦ πλοίου τό ὁποῖον προσεγγίζεται. Διά νά ἐξασφαλισθῇ τό τελευταῖον δέον ὅπως διατίθεται ἐπαρκές πλεονάζον μῆκος κλίμακος ἵνα καλύπτωνται ἅπασαι αἱ καταστάσεις φορτώσεως καί διαμήκους κλίσεως τοῦ πλοίου καθώς καί ἡ περίπτωσις ἐγκαρσίας κλίσεως πρός τήν ἀντίθετον πλευράν μέχρι 15 μοιρῶν. Ὅταν ἡ ἀπόστασις ἀπό τό ἐπίπεδον τῆς θαλάσσης εἰς τό σημεῖον εἰσόδου εἶναι μεγαλυτέρα τῶν 9 μέτρων (30 ποδῶν) ἡ πρόσβασις ἀπό τήν κλίμακα πλοηγοῦ εἰς τό πλοῖον θά ἐξασφαλίζεται μέσω μιᾶς κλίματος ἐπιβιβάσεως ἐπιβατῶν ἤ ἄλλων ἐξ ἴσου ἀσφαλῶν καί ἀνέτων μέσων.

(ιιι) Αἱ βαθμίδες τῆς κλίμακος πλοηγοῦ θά εἶναι:

(1) ἐκ σκληρᾶς ξυλείας ἤ ἑτέρου ὑλικοῦ ἰσοδυνάμων χαρακτηριστικῶν, κατεσκευασμέναι ἐξ ἑνός τεμαχίου ξύλου ἄνευ ὄζων (ρόζων), θά διαθέτουν κατάλληλον ἀντιολισθηράν ἐπιφάνειαν. Αἱ τέσσαρες τελευταῖαι βαθμίδες δύνανται νά εἶναι κατεσκευασμέναι ἐξ ἐλαστικοῦ ἐπαρκοῦς ἀντοχῆς καί σκληρότητος ἤ ἐξ ἄλλου καταλλήλου ὑλικοῦ ἰσοδυνάμων χαρακτηριστικῶν.

(2) Θά εἶναι κατ' ἐλάχιστον μήκους 480 χιλ / τρων (ἤ 19 δακτύλων), πλάτους 115 χιλ / τρων (ἤ 4,5 δακτύλων) καί πάχους 25 χιλ / τρων (ἤ 1 δακτύλου), ἐξαιρουμένης τῆς τυχόν ὑπαρχούσης ἀντιολισθηρᾶς ἐπιστρώσεως.

(3) θά ἀπέχουν μεταξύ των ἐξ ἴσου οὐχί ὀλιγώτερον τῶν 300 χιλ / τρων (ἤ 12 δακτύλων) καί οὐχί περισσότερον τῶν 380 χιλ / τρων (ἤ 15 δακτύλων) καί θά συγκρατῶνται κατά τοιοῦτον τρόπον ὥστε νά παραμένουν ὁριζόντιοι.

(ιν) Αἱ κλίμακες πλοηγοῦ δέν ἐπιτρέπεται νά φέρουν βαθμίδας προερχομένας ἐξ ἀντικαταστάσεως περισσοτέρας τῶν δύο αἱ ὁποῖαι συγκρατῶνται εἰς τήν θέσιν των διά μεθόδου διαφόρου τῆς χρησιμοποιηθείσης κατά τήν ἀρχικήν κατασκευήν αὐτῶν. Βαθμίδες συγκρατούμεναι κατά τοιοῦτον τρόπον δέον ὅπως ἀντικαθίστανται τό ταχύτερον λογικῶς καί πρακτικῶς δυνατόν διά βαθμίδων συγκρατουμένων εἰς τήν θέσιν των διά μεθόδου χρησιμοποιηθείσης κατά τήν ἀρχικήν κατασκευήν. Ὅτε οἱαδήποτε βαθμίς προερχομένη ἐξ ἀντικαταστάσεως συγκρατεῖται ὑπό τῶν πλευρικῶν σχοινίων δι' ἐντομῶν εἰς τά ἄκρα τῆς βαθμίδος, αἱ τοιαῦται ἐντομαί θά χαράσσωνται ἐπί τῶν ἐπιμηκεστέρων πλευρῶν τῆς βαθμίδος.

(ν) Τά πλευρικά σχοινία τῆς κλίμακος θά ἀποτελοῦνται ἀπό δύο ἀκάλυπτα τοιαῦτα τύπου Manila εἰς ἑκάστην πλευράν, περιμέτρου οὐχί μικροτέρας τῶν 60 χιλ / τρων (ἤ 2,5 δακτύλων). Ἕκαστον σχοινίον θά εἶναι συνεχές ἄνευ δεσμῶν (κόμβων) εἰς οἱονδήποτε σημεῖον κάτωθεν τῆς ἀνωτάτης βαθμίδος. Δύο σχοίνινοι χειραγωγοί καλῶς στερεωμένοι ἐπί τοῦ πλοίου καί περιμέτρου οὐχί μικροτέρας τῶν 65 χιλ / τρων (ἤ 2,5 δακτύλων) καί ἕν σχοινίον ἀσφαλείας θά διατίθενται ἕτοιμα πρός χρῆσιν ὅτε τοῦτο ἀπαιτηθῇ.

(νι) Τραβέρσαι κατεσκευασμέναι ἐκ σκληρᾶς ξυλείας ἤ ἑτέρου ὑλικοῦ ἰσοδυνάμων χαρακτηριστικῶν, ἀποτελούμεναι ἐξ ἑνός μόνον τεμάχιον ξύλου μήκους οὐχί μικροτέρου τῶν 1.80 μέτρων (ἤ 5 ποδῶν καί 10 δακτύλων), θά ὑφίστανται εἰς τοιαῦτα διαστήματα ὥστε νά ἐμποδίζουν τήν περιέλιξιν τῆς κλίμακος. Ἡ κατωτάτη τραβέρσα θά συμπίπτῃ μέ τήν πέμπτην βαθμίδα ἐκ τῶν κάτω καί τά διαστήματα μεταξύ οἱασδήποτε τραβέρσας καί τῆς ἑπομένης δέν θά ὑπερβαίνουν τάς 9 βαθμίδας.

(νιι) Θά ὑφίστανται μέσα διά τήν ἐξασφάλισιν τῆς ἀσφαλοῦς καί ἀνέτου διελεύσεως ἐντός, ἐπί ἤ ἐκτός τοῦ πλοίου μεταξύ τοῦ ἀνωτάτου σημείου τῆς κλίμακος πλοηγοῦ ἤ οἱασδήποτε κλίμακος ἀποεπιβιβάσεως ἤ ἑτέρου ἀναλόγου μέσου. Ὅπου ἡ τοιαύτη διέλευσις πραγματοποιεῖται διά θυρίδος εἰσόδου ἐπί τῶν κιγκλιδωμάτων τῆς κουπαστῆς, θά ὑφίσταται κατάλληλοι χειρολαβαί. Ὅπου ἡ τοιαύτη διέλευσις πραγματοποιεῖται διά κλίμακος κουπαστῆς, ἡ κλίμαξ αὕτη θά συνδέεται ἀσφαλῶς ἐπί τῶν κιγκλιδωμάτων τῆς κουπαστῆς ἤ ἐπί πλατφόρμας καί θά ὑφίστανται δύο στηλίσκοι ἱκανοί ὅπως ἀποτελέσουν στήριγμα διά τῶν χειρῶν εἰς τό σημεῖον εἰσόδου ἤ ἐξόδου ἐκ τοῦ πλοίου καί εἰς ἀπόστασιν μεταξύ των οὐχί μικροτέρας τῶν 0,70 μέτρων (ἤ 2 ποδῶν καί 3 δακτύλων) καί οὐχί μεγαλυτέραν τῶν 0,80 μέτρων (ἤ 2 ποδῶν καί 7 δακτύλων). Ἕκαστος στυλίσκος θά εἶναι σταθερῶς συνδεδεμένος μέ τήν κατασκευήν τοῦ πλοίου ἐπί ἤ πλησίον τῆς βάσεως αὐτοῦ καθώς καί εἰς τ

σημεῖον ὑψηλότερον. Θά ἔχῃ διάμετρον οὐχί μικροτέραν τῶν 40 χιλ/τρων (ἤ 1,5 δακτύλων) καί θά ἐκτείνεται ὑπεράνω τῆς κουπαστῆς οὐχί ὀλιγώτερον τῶν 1,20 μέτρων (ἤ 3 ποδῶν καί 11 δακτύλων).

(viii) Κατά τήν νύκτα θά ὑφίσταται φωτισμός τοιοῦτος ὥστε τόσον ἡ κλίμαξ πλοηγοῦ ἐπί τῆς πλευρᾶς τοῦ πλοίου ὅσον καί τό σημεῖον ἐπιβιβάσεως τοῦ πλοηγοῦ νά φωτίζωνται ἐπαρκῶς. Ἕν κυκλικόν σωσίβιον ἐφωδιασμένον δι' αὐτομάτου φωτός θά τηρῆται ἀμέσως διαθέσιμον πρός χρῆσιν. Ἕν ὁρμίδιον θά τηρῆται ἀμέσως διαθέσιμον πρός χρῆσιν ἐάν θά ἀπαιτηθῆ.

(ιχ) Θά ὑφίστανται μέσα καθιστῶντα τήν κλίμακα πλοηγοῦ ἱκανήν ὅπως χρησιμοποιῆται εἰς ἑκατέραν πλευράν τοῦ πλοίου.

(χ) Ἡ ἀνάρτησις τῆς κλίμακος καί ἡ ἀποεπιβίβασις τοῦ πλοηγοῦ θά παρακολουθῆται ὑπό ὑπευθύνου ἀξιωματικοῦ τοῦ πλοίου.

(χι) Ὅπου ἐπί οἱουδήποτε πλοίου κατασκευαστικά χαρακτηριστικά, ὡς προεξέχοντα περιζώματα, δυνατόν νά ἐμποδίζουν τήν ἐφαρμογήν οἱασδήποτε ἐκ τῶν ἄνω διατάξεων, θά λαμβάνωνται εἰδικά μέτρα πρός ἱκανοποίησιν τῆς Ἀρχῆς ἵνα ἐξασφαλισθῆ ὅτι ἐπιβίβασις καί ἀποβίβασις προσώπων ἐπί τοῦ πλοίου δύναται νά πραγματοποιηθῆ ἀσφαλῶς.

(β) *Μηχανικοί Ἀνελκυστῆρες Πλοηγῶν.*

(ι) Μηχανικός ἀνελκυστήρ πλοηγοῦ, ἐφ' ὅσον ὑφίσταται καί βοηθητικός ἐξαρτισμός αὐτοῦ, θά εἶναι τύπου ἐγκεκριμένου ὑπό τῆς Ἀρχῆς. Θά εἶναι τοιουτοτρόπως σχεδιασμένος καί κατεσκευασμένος ὥστε νά ἐξασφαλίζεται ὅτι ὁ πλοηγός δύναται νά ἀνέλθῃ ἐπ' αὐτοῦ καί κατέλθῃ καθώς καί ἐπιβιβασθῆ εἰς τό κατάστρωμα ἀσφαλῆς καί ἀντιστρόφως.

(ιι) Κλίμαξ πλοηγοῦ συμμορφουμένη πρός τάς διατάξεις τῆς παραγράφου (α) τοῦ παρόντος Κανονισμοῦ θά φυλάσσεται ἐπί τοῦ καταστρώματος πλησίον τοῦ ἀνελκυστῆρος διαθέσιμη πρός ἄμεσον χρῆσιν.

Κανονισμός 18

Σταθμοί Ραδιοτηλεφώνου UHF.

Ὅτε Συμβαλλόμενον Κράτος ἀπαιτεῖ ὅπως πλοῖα ναυσιπλοοῦντα εἰς τήν περιοχήν τῆς κυριαρχίας του, εἶναι ἐφωδιασμένα μέ σταθμόν ραδιοτηλεφώνου UHF, ἵνα οὗτος χρησιμοποιηθῆ ἐν συνδυασμῷ πρός ἐγκατεστημένον σύστημα ἀποσκοποῦν εἰς τήν ἐπαύξησιν τῶν προϋποθέσεων ἀσφαλοῦς ναυσιπλοΐας, ὁ τοιοῦτος σταθμός θά συμμορφοῦται πρός τάς διατάξεις τοῦ Κανονισμοῦ 17 τοῦ Κεφαλαίου IV καί θά λειτουργῆ συμφώνως πρός τόν Κανονισμόν 8 τοῦ Κεφαλαίου IV.

Κανονισμός 19

Χρῆσις τοῦ Αὐτομάτου Πηδαλιούχου.

(α) Εἰς περιοχάς μεγάλης κυκλοφοριακῆς συμφορήσεως, ὑπό συνθήκας περιωρισμένης ὁρατότητος καί εἰς οἱανδήποτε ἄλλην ἐπικίνδυνον κατάστασιν ναυσιπλοΐας, ἐφ' ὅσον χρησιμοποιεῖται αὐτόματος πηδαλιοῦχος, θά εἶναι δυνατή ἡ ἄμεσος μετατροπή τῆς αὐτομάτου πηδαλιουχίας εἰς ὑπό ἀνθρώπινον ἔλεγχον τοιαύτην.

(β) Ὑπό συνθήκας ὡς αἱ ἀνωτέρω, θά εἶναι δυνατόν ἀξιωματικός φυλακῆς νά ἔχῃ εἰς διάθεσίν του ἄνευ καθυστερήσεων τάς ὑπηρεσίας ἱκανοῦ πηδαλιούχου ὁ ὁποῖος θά εἶναι ἕτοιμος ἀνά πᾶσαν στιγμήν νά ἀναλάβῃ τόν ἔλεγχον τοῦ πηδαλίου.

(γ) Ἡ μεταφορά ἐκ τῆς αὐτομάτου εἰς τήν χειροκίνητον πηδαλιουχίαν καί ἀντιστρόφως θά πραγματοποιῆται ὑπό ὑπευθύνου ἀξιωματικοῦ ἤ ὑπό τόν ἔλεγχον αὐτοῦ.

Κανονισμός 20

Ναυτιλιακαί Ἐκδόσεις.

Ἅπαντα τά πλοῖα θά φέρουν ἐπαρκεῖς εἰς ἀριθμόν καί εἶδος ἐνημερωμένους χάρτας, ναυτιλιακάς ὁδηγίας, φαροδείκτας, ἀγγελίας τοῖς ναυτιλλομένοις, πίνακας παλιρροιῶν καί ἄλλας ναυτιλιακάς ἐκδόσεις ἀπαραιτήτους διά τό ἐπικείμενον ταξείδιον.

Κανονισμός 21

Διεθνής Κώδιξ Σημάτων.

Ἅπαντα τά πλοῖα τά ὁποῖα συμφώνως πρός τήν παροῦσαν Σύμβασιν ἀπαιτεῖται ὅπως φέρουν ραδιοτηλεγραφικήν ἤ ραδιοτηλεφωνικήν ἐγκατάστασιν, θά εἶναι ἐφωδιασμένα μέ τόν Διεθνῆ Κώδικα Σημάτων. Ἡ ὡς ἄνω ἔκδοσις θά φέρεται καί ὑπό οἱουδήποτε ἄλλου πλοίου ὑπό τοῦ ὁποίου κατά τήν κρίσιν τῆς Ἀρχῆς θά εἶναι ἀναγκαία ἡ χρῆσις.

ΚΕΦΑΛΑΙΟΝ VI

ΜΕΤΑΦΟΡΑ ΣΙΤΗΡΩΝ

ΜΕΡΟΣ Α΄ — ΓΕΝΙΚΑΙ ΔΙΑΤΑΞΕΙΣ

Κανονισμός 1

Ἐφαρμογή

Ἐκτός ἐάν ἄλλως ρητῶς ὁρίζεται, τό παρόν Κεφάλαιον, περιλαμβανομένων τῶν Μερῶν Α΄, Β΄, καί Γ΄ ἔχει ἐφαρμογήν εἰς τήν μεταφοράν σιτηρῶν ὑπό ὅλων τῶν πλοίων ἐπί τῶν ὁποίων οἱ παρόντες Κανονισμοί ἐφαρμόζονται.

Κανονισμός 2

Ὁρισμοί

(α) Ὁ ὅρος «σιτηρά» περιλαμβάνει σῖτον, ἀραβόσιτον, βρώμην, σίκαλιν, κριθήν, ὄρυζαν, ὄσπρια, σπόρους ὡς καί τάς ἐπεξειργασμένας μορφάς αὐτῶν, ἡ συμπεριφορά τῶν ὁποίων εἶναι παρομοία πρός τήν τῶν σιτηρῶν εἰς τήν φυσικήν των κατάστασιν.

(β) Ὁ ὅρος «πλῆρες διαμέρισμα» ἀναφέρεται εἰς οἱονδήποτε διαμέρισμα ἐντός τοῦ ὁποίου μετά τήν φόρτωσιν καί διευθέτησιν ὡς ἀπαιτεῖται ὑπό τοῦ Κανονισμοῦ 3, τά χύδην σιτηρά εἶναι εἰς τήν ἀνωτέρα δυνατήν στάθμην των.

(γ) Ὁ ὅρος «μερικῶς πεπληρωμένων διαμέρισμα» ἀναφέρεται εἰς οἱονδήποτε διαμέρισμα ὅπου τά χύδην σιτηρά δέν ἔχουσι φορτωθῆ διά τοῦ τρόπου τοῦ περιγραφομένου εἰς τήν παράγραφον (β) τοῦ παρόντος Κανονισμοῦ.

(δ) Ὁ ὅρος «γωνία κατακλύσεως» (ΘF) εἶναι ἡ γωνία κλίσεως κατά τήν ὁποίαν ἀνοίγματα εἰς τό σκάφος, ὑπερστεγάσματα ἤ ὑπερκατασκευαί, τά ὁποῖα δέν δύνανται νά κλείσουν καιροστεγῶς, ἐμβαπτίζονται. Κατά τήν ἐφαρμογήν τοῦ παρόντος ὁρισμοῦ μικρά ἀνοίγματα μέσῳ τῶν ὁποίων δέν δύναται νά λάβῃ χώραν προοδευτική κατάκλυσις, δέν εἶναι ἀπαραίτητον νά θεωρηθῶσιν ὡς ἀνοικτά.

Κανονισμός 3

Διευθέτησις Σιτηρῶν

Ὅλαι αἱ ἀναγκαῖαι καί εὔλογοι διευθετήσεις, δέον ὅπως ἐκτελεσθῶσιν ἵνα ἅπασαι αἱ ἐλεύθεραι ἐπιφάνειαι τῶν σιτηρῶν ταυτισθοῦν πρός τό ὁριζόντιον ἐπίπεδον καί ἐλαττωθῆ ἡ ἐπίδρασις ἐκ τῆς μετακινήσεως αὐτῶν.

(α) Ἐντός οἱουδήποτε «πλήρους διαμερίσματος» τά σιτηρά χύδην δέον ὅπως διευθετῶνται κατά τοιοῦτον τρόπον ὥστε νά πληροῦνται ἅπαντες οἱ ὑπό τά καταστρώματα καί καλύμματα στομίων κυτῶν χῶροι εἰς τόν μέγιστον δυνατόν βαθμόν.

(β) Μετά τήν φόρτωσιν, ἅπασαι αἱ ἐλεύθεραι ἐπιφάνειαι σιτηρῶν ἐντός τῶν μερικῶς πεπληρωμένων διαμερισμάτων», δέον ὅπως ἔχωσι διευθετηθῆ ὥστε νά ταυτίζωνται πρός τό ὁριζόντιον ἐπίπεδον.

(γ) Ἡ Ἀρχή δύναται, κατά τήν ἔκδοσιν ἐγγράφου ἐξουσιοδοτήσεως, συμφώνως πρός τόν Κανονισμόν 9 τοῦ παρόντος Κεφαλαίου, νά ἐξαιρέσῃ τῆς διευθετήσεως περιπτώσεις κατά τάς ὁποίας τά γεωμετρικά στοιχεῖα τοῦ ὑπό τό κατάστρωμα κενοῦ τά προκύπτοντα ἐκ τῶν ἐλευθέρως ρεόντων σιτηρῶν ἐντός διαμερίσματος τινός, μέσω τροφοδοτικῶν στομίων, διατρήτων καταστρωμάτων ἤ ἑτέρων παρεμφερῶν μέσων, ἐλήφθησαν ὑπ᾽ ὄψιν πρός ἱκανοποίησίν της κατά τούς ὑπολογισμούς τοῦ βάθους τοῦ κενοῦ χώρου.

Κανονισμός 4

Ἀπαιτήσεις Εὐσταθείας εἰς τήν Ἄθικτον Κατάστασιν

(α) Οἱ ἀπαιτούμενοι ὑπολογισμοί ὑπό τοῦ παρόντος Κανονισμοῦ θά βασίζωνται εἰς τάς πληροφορίας εὐσταθείας αἵτινες δίδονται συμφώνως πρός τόν Κανονισμόν 19 τοῦ Κεφαλαίου ΙΙ-1 τῆς παρούσης Συμβάσεως, ἤ θά εἶναι σύμφωνοι πρός τάς ἀπαιτήσεις τῆς ἐγγράφου ἐξουσιοδοτήσεως τῆς Ἀρχῆς συμφώνως πρός τόν Κανονισμόν 10 τοῦ παρόντος Κεφαλαίου.

(β) Τά χαρακτηριστικά τῆς ἀθίκτου εὐσταθείας οἱουδήποτε πλοίου μεταφέροντος σιτηρά χύδην θά ἐμφαίνηται ὅτι ἀνταποκρίνονται, κατά τήν διάρκειαν τοῦ ταξειδίου, τοὐλάχιστον πρός τά κατωτέρω κριτήρια ἀφοῦ ληφθοῦν ὑπ᾽ ὄψιν αἱ κατά τόν εἰς τό Μέρος Β΄ περιγραφομένον τρόπον ροπαί κλίσεως συνεπείᾳ μετακινήσεως τῶν σιτηρῶν.

(ι) ἡ γωνία κλίσεως συνεπείᾳ μετακινήσεως τῶν σιτηρῶν δέν θά εἶναι μεγαλυτέρα τῶν 12 μοιρῶν ἐκτός τῆς περιπτώσεως κατά τήν ὁποίαν ἡ Ἀρχή, παρέχουσα ἐξουσιοδότησιν συμφώνως πρός τόν Κανονισμόν 10 τοῦ παρόντος Κεφαλαίου, δυνατόν νά ἀπαιτήσῃ μικροτέραν γωνίαν κλίσεως ἐάν θεωρῆ ὅτι ἐκ τῆς πείρας τοῦτο ἀπεδείχθη ἀπαραίτητον*,

(ιι) εἰς τό διάγραμμα στατικῆς εὐσταθείας, ἡ καθαρά ἤ ἀπομένουσα ἐπιφάνεια μεταξύ τῆς καμπύλης μοχλοβραχίονος κλίσεως καί τῆς καμπύλης μοχλοβραχίονος ἐπαναφορᾶς μέχρι τῆς γωνίας κλίσεως τῆς μεγίστης διαφορᾶς μεταξύ τῶν τεταγμένων τῶν δύο καμπύλων, ἤ 40 μοιρῶν ἤ τῆς «γωνίας κατακλύσεως» (ΘF), οἱαδήποτε εἶναι μικροτέρα, θά εἶναι ὑφ᾽ ἁπάσας τάς συνθήκας φορτώσεως οὐχί μικροτέρα τῶν 0,075 μετροακτινίων, καί

(ιιι) τό ἀρχικόν μετακεντρικόν ὕψος, μετά τήν διόρθωσιν τῶν ἐπιδράσεων τῶν ἐλευθέρων ἐπιφανειῶν τῶν ὑγρῶν εἰς τάς δεξαμενάς, δέν θά εἶναι μικρότερον τῶν 0,30 μέτρων.

(γ) Πρό τῆς φορτώσεως σιτηρῶν χύδην ὁ πλοίαρχος, ἐφ᾽ ὅσον ἀπαιτηθῆ ἀπό τό Συμβαλλόμενον Κράτος τῆς Χώρας τοῦ λιμένος φορτώσεως, θά ἐπιδεικνύῃ τήν ἱκανότητα τοῦ πλοίου ὅπως συμμορφωθῆ πρός τά κριτήρια εὐσταθείας τά ἀπαιτούμενα ὑπό τῆς παραγράφου (β) τοῦ παρόντος Κανονισμοῦ, εἰς ὅλα τά στάδια οἱουδήποτε ταξειδίου διά τῆς χρήσεως πληροφοριῶν ἐγκεκριμένων καί ἐκδοθεισῶν συμφώνως πρός τούς Κανονισμούς 10 καί 11 τοῦ παρόντος Κεφαλαίου.

(δ) Μετά τήν φόρτωσιν ὁ πλοίαρχος θά ἐξασφαλίζῃ ὅτι τό πλοῖον εἶναι εἰς ὀρθίαν θέσιν πρίν ἤ ἀνοιχθῆ εἰς τήν θάλασσαν.

Κανονισμός 5

Διαμήκη Διαφράγματα καί Λεκάναι

(α) Εἰς ἀμφοτέρας τάς περιπτώσεις τῶν «πλήρων» καί «μερικῶς πεπληρωμένων διαμερισμάτων» διαμήκη διαφράγματα δύνανται νά ἐγκαθίστανται ὡς μέσα ἤ διά νά

* Ἐπί παραδείγματι, ἡ ἐπιτρεπομένη γωνία κλίσεως δύναται νά περιορισθῆ εἰς τήν γωνίαν κλίσεως κατά τήν ὁποίαν ἡ ἀκμή τοῦ κυρίου καταστρώματος θά ἐμβαπτίζεται ὑπό συνθήκας ἠρεμοῦντος ὕδατος.

μειώσουν τάς δυσμενεῖς ἐπιδράσεις κλίσεως ἐκ τῆς μετακινήσεως τῶν σιτηρῶν ἢ διά νά περιορίσουν τό ὕψος τοῦ φορτίου τοῦ χρησιμοποιουμένου διά νά ἀσφαλισθῇ ἡ ἐπιφάνεια τῶν σιτηρῶν. Τοιαῦτα διαφράγματα δέον ὅπως κατασκευάζωνται σιτοστεγῶς, συμφώνως πρός τάς ἀπαιτήσεις τοῦ Τμήματος I τοῦ Μέρους Γ΄ τοῦ παρόντος Κεφαλαίου.

(β) ʼΕντός «πλήρους διαμερίσματος» ἐφ᾽ ὅσον τοποθετεῖται διάφραγμα ἵνα περιορίσῃ τάς δυσμενεῖς ἐπιδράσεις ἐκ τῆς μετακινήσεως τῶν σιτηρῶν:

(ι) θά ἐπεκτείνεται ἀπό καταστρώματος εἰς κατάστρωμα εἰς διαμέρισμα μετά ἐνδιαμέσου καταστρώματος, καί

(ιι) θά ἐπεκτείνεται πρός τά κάτω ἐκ τῆς κάτω ὄψεως τοῦ καταστρώματος ἢ τῶν καλυμμάτων τῶν στομίων κυτῶν μέχρις ἀποστάσεως καθοριζομένης ὑπό τοῦ Τμήματος II τοῦ Μέρους Β τοῦ παρόντος Κεφαλαίου.

ʼΕκτός τῆς περιπτώσεως τῶν λινοσπόρων ἢ ἑτέρων σπόρων ἐχόντων παρόμοια χαρακτηριστικά, τά διαμήκη διαφράγματα κάτωθεν τοῦ στομίου κύτους δύνανται νά ἀντικατασταθοῦν διά λεκάνης σχηματιζομένης διά τοῦ τρόπου τοῦ καθοριζομένου ὑπό τοῦ Τμήματος I τοῦ Μέρους Γ΄ τοῦ παρόντος Κεφαλαίου.

(γ) ʼΕντός «μερικῶς πεπληρωμένου διαμερίσματος», ἐφ᾽ ὅσον τοποθετεῖται διάφραγμα, δέον ὅπως τοῦτο ἐκτείνεται εἰς ὕψος ἴσον πρός τό ἕν ὄγδοον τοῦ μεγίστου πλάτους τοῦ διαμερίσματος ὑπεράνω τῆς ἐπιφανείας τῶν σιτηρῶν ὡς καί κάτωθεν τῆς ἐπιφανείας τῶν σιτηρῶν κατά τήν αὐτήν ἀπόστασιν. ʼΟτε τό διάφραγμα τοῦτο χρησιμοποιεῖται ἵνα περιορίσῃ τό βάθος τοῦ φορτίου τοῦ προοριζομένου διά τήν ἀσφάλισιν τῆς ἐπιφανείας, τό ὕψος τοῦ κεντρικοῦ διαφράγματος δέον ὅπως μή εἶναι ὀλιγώτερον τῶν 0,60 μέτρων ὑπεράνω τῆς ἐπιφανείας τῶν σιτηρῶν.

(δ) Πλέον τῶν ἀνωτέρω, αἱ δυσμενεῖς ἐπιδράσεις κλίσεως ἐκ τῆς μετακινήσεως τῶν σιτηρῶν δύνανται νά μειωθοῦν διά συμπαγοῦς στοιβασίας πρός τάς πλευράς καί τά ἐγκάρσια διαφράγματα τοῦ διαμερίσματος διά σάκκων, πεπληρωμένων διά σιτηρῶν ἢ ἑτέρου ὁμοίου φορτίου ἐπαρκῶς προστατευομένου ἐκ τῆς μετακινήσεως.

Κανονισμός 6

ʼΑσφάλισις

(α) ʼΕκτός τῆς περιπτώσεως καθ᾽ ἥν ἔχει ληφθῇ ὑπ᾽ ὄψιν ἡ δυσμενής ἐπίδρασις κλίσεως συνεπείᾳ μετακινήσεως τῶν σιτηρῶν συμφώνως πρός τούς παρόντας Κανονισμούς, ἡ ἐπιφάνεια τῶν χύδην σιτηρῶν ἐντός οἱουδήποτε «μερικῶς πεπληρωμένου διαμερίσματος» δέον ὅπως διευθετῆται ὁριζοντίως καί καλύπτεται διά σιτηρῶν ἐντός σάκκων συμπαγῶς ἐστοιβαγμένων καί ἐκτεινομένων εἰς ὕψος οὐχί ὀλιγώτερον τοῦ $1/16$ τοῦ μεγίστου πλάτους τῆς ἐλευθέρας ἐπιφανείας τῶν σιτηρῶν ἢ 1,20 μέτρων, οἱονδήποτε εἶναι τό μεγαλύτερον. ʼΑντί τῶν ἐνσακκισμένων σιτηρῶν, ἕτερον κατάλλον φορτίον ἐξασκοῦν τοὐλάχιστον τήν ἰδίαν πίεσιν δύναται νά χρησιμοποιῆται.

(β) Τά ἐνσακκισμένα σιτηρά ἢ ἕτερον κατάλληλον φορτίον δέον ὅπως ὑποστηρίζωνται μέ τόν περιγραφόμενον τρόπον εἰς τό Τμῆμα II τοῦ Μέρους Γ΄ τοῦ παρόντος Κεφαλαίου. ʼΕναλλακτικῶς ἡ ἐπιφάνεια τῶν χύδην σιτηρῶν δύναται νά ἀσφαλίζεται διά ταινιῶν ἢ συρματοσχοίνων ὡς ταῦτα περιγράφονται εἰς τό Τμῆμα ἐκεῖνο.

Κανονισμός 7

Τροφοδοτικά Στόμια καί ʼΟχετοί

ʼΕάν τροφοδοτικά στόμια ἢ ὀχετοί ἔχωσι τοποθετηθῆ, δέον ὅπως ληφθοῦν καταλλήλως ὑπ᾽ ὄψιν αἱ ἐξ αὐτῶν ἐπιδράσεις κατά τόν ὑπολογισμόν τῶν ροπῶν κλίσεως ὡς περιγράφονται εἰς τό Τμῆμα III τοῦ Μέρους Β΄ τοῦ παρόντος Κεφαλαίου. ʼΗ ἀντοχή τῶν διαφραγμάτων ἅτινα σχηματίζουν τά τροφοδοτικά στόμια, δέον ὅπως ἀνταποκρίνηται πρός τάς ἀπαιτήσεις τοῦ Τμήματος I τοῦ Μέρους Γ΄ τοῦ παρόντος Κεφαλαίου.

Κανονισμός 8

Συνδυασμοί Διατάξεων

Κατώτερα κύτη καί ὑπερκείμενα αὐτῶν διαφράγματα δύνανται νά φορτωθοῦν ὡς ἕν διαμέρισμα, ὑπό τήν προϋπόθεσιν ὅτι κατά τόν ὑπολογισμόν τῶν ροπῶν ἐγκαρσίας κλίσεως θά λαμβάνεται καταλλήλως ὑπ᾽ ὄψιν ἡ ροή τῶν σιτηρῶν πρός τούς κατωτέρους χώρους.

Κανονισμός 9

ʼΕφαρμογή τῶν Μερῶν Β΄ καί Γ΄

ʼΑρχή ἢ Συμβαλλόμενον Κράτος ἐνεργοῦν διά λογαριασμόν ʼΑρχῆς τινός δύναται νά χορηγήσῃ ἀπόκλισιν ἐκ τῶν ὑποθετικῶν δεδομένων ἅτινα περιέχονται εἰς τά Μέρη Β΄ καί Γ΄ τοῦ παρόντος Κεφαλαίου εἰς τάς περιπτώσεις ἐκείνας ὅπου θεωρεῖ ὅτι τοῦτο δικαιολογεῖται, λαμβάνουσα ὑπ᾽ ὄψιν τάς διατάξεις διά τήν φόρτωσιν ἢ τά κατασκευαστικά στοιχεῖα, ἐφ᾽ ὅσον ἔχουν τηρηθῆ τά κριτήρια εὐσταθείας τῆς παραγράφου (β) τοῦ Κανονισμοῦ 4 τοῦ παρόντος Κεφαλαίου. ʼΟπου ἔχει χορηγηθῆ τοιαύτη ἐξουσιοδότησις συμφώνως πρός τόν παρόντα Κανονισμόν, εἰς τήν ἔγγραφον ἐξουσιοδότησιν θά περιλαμβάνωνται πληροφορίαι καί στοιχεῖα φορτώσεως σιτηρῶν.

Κανονισμός 10

ʼΕξουσιοδότησις

(α.) ʼΕγγραφος ἐξουσιοδότησις θά ἐκδίδεται δι᾽ ἕκαστον πλοῖον τό ὁποῖον φορτώνει συμφώνως πρός τούς Κανονισμούς τοῦ παρόντος Κεφαλαίου εἴτε ὑπό τῆς ʼΑρχῆς εἴτε ὑπό τινος ʼΟργανισμοῦ ἀνεγνωρισμένου ὑπ᾽ αὐτῆς ἢ ὑπό Συμβαλλομένου Κράτους ἐνεργοῦντος διά λογαριασμόν τῆς ʼΑρχῆς. Αὕτη θά γίνεται ἀποδεκτή ὡς ἀπόδειξις ὅτι τό πλοῖον εἶναι ἱκανόν ὅπως συμμορφωθῇ πρός τάς ἀπαιτήσεις τῶν παρόντων Κανονισμῶν.

(β) Τό ἔγγραφον θά συνοδεύῃ καί θά ἀναφέρεται εἰς τό ἐγχειρίδιον εὐσταθείας φορτώσεως σιτηρῶν ἵνα καθιστᾷ τόν πλοίαρχον ἱκανόν ὅπως συμμορφωθῇ πρός τάς ἀπαιτήσεις τῆς παραγράφου (γ) τοῦ Κανονισμοῦ 4 τοῦ παρόντος Κεφαλαίου. Τό ἐγχειρίδιον τοῦτο θά συμμορφοῦται πρός τάς ἀπαιτήσεις τοῦ Κανονισμοῦ 11 τοῦ παρόντος Κεφαλαίου.

(γ) Τό ἔγγραφον, τά στοιχεῖα εὐσταθείας φορτώσεως σιτηρῶν καί τά συναφῆ σχέδια δύναται νά συντάσσωνται εἰς τήν ἐπίσημον γλῶσσαν ἢ γλώσσας τῆς χώρας ἐκδόσεως. ʼΕάν ἡ χρησιμοποιουμένη γλῶσσα δέν εἶναι ʼΑγγλικά ἢ Γαλλικά, τό κείμενον θά περιλαμβάνῃ μετάφρασιν εἰς μίαν ἐκ τῶν γλωσσῶν τούτων.

(δ) ʼΑντίγραφον τοῦ ἐγγράφου, τῶν στοιχείων εὐσταθείας φορτώσεως σιτηρῶν καί τῶν συναφῶν σχεδίων δέον ὅπως εὑρίσκωνται ἐπί τοῦ πλοίου πρός τόν σκοπόν ὅπως ὁ Πλοίαρχος, ἐάν ζητηθῆ, ἐπιδεικνύει ταῦτα πρός ἐπιθεώρησιν τοῦ Συμβαλλομένου Κράτους τῆς Χώρας τοῦ λιμένος φορτώσεως.

(ε) Πλοῖον ἄνευ τοιαύτης ἐγγράφου ἐξουσιοδοτήσεως δέν θά φορτώνῃ σιτηρά μέχρις ὅτου ὁ Πλοίαρχος ἐπιδείξῃ πρός ἱκανοποίησιν τῆς ʼΑρχῆς ἢ τοῦ Συμβαλλομέ-

νου Κράτους τοῦ λιμένος φορτώσεως ἐνεργοῦντος διά λογαριασμόν τῆς 'Αρχῆς, ὅτι τό πλοῖον εἰς τήν προτεινομένην κατάστασιν φορτώσεως θά συμμορφωθῆ πρός τάς ἀπαιτήσεις τῶν παρόντων Κανονισμῶν.

Κανονισμός 11

Πληροφορίαι Φορτώσεως Σιτηρῶν

Αἱ πληροφορίαι αὗται θά εἶναι ἐπαρκεῖς ἵνα ἐπιτρέψουν εἰς τόν Πλοίαρχον νά κρίνη, εἰς ἁπάσας τάς λογικῶς πιθανάς καταστάσεις φορτώσεως, τάς ροπάς κλίσεως συνεπείᾳ μετακινήσεως τῶν σιτηρῶν, ὑπολογιζομένας συμφώνως πρός τό Μέρος Β' τοῦ παρόντος Κεφαλαίου. Θά περιλαμβάνουν τά ἀκόλουθα:

(α) Πληροφορίαι ἐγκεκριμέναι ὑπό τῆς 'Αρχῆς ἤ ὑπό Συμβαλλομένου Κράτους ἐνεργοῦντος διά λογαριασμόν τῆς 'Αρχῆς:

(ι) καμπύλας ἤ πίνακας ροπῶν κλίσεως σιτηρῶν δι' ἕκαστον διαμέρισμα, πλήρως ἤ μερικῶς πεπληρωμένον ἤ συνδυασμόν αὐτῶν, περιλαμβανομένων καί ἐπιδράσεων ἐκ προσωρινῶν ἐγκαταστάσεων.

(ιι) πίνακας τῶν ἀνωτάτων ἐπιτρεπομένων ροπῶν κλίσεως ἤ ἑτέρας πληροφορίας ἐπαρκεῖς ὅπως ἐπιτρέψουν εἰς τόν Πλοίαρχον νά ἐπιδείξη συμμόρφωσιν πρός τάς ἀπαιτήσεις τῆς παραγράφου (γ) τοῦ Κανονισμοῦ 4 τοῦ παρόντος Κεφαλαίου,

(ιιι) λεπτομερείας τῶν κατασκευαστικῶν στοιχείων οἱωνδήποτε προσωρινῶν ἐγκαταστάσεων καί ὅπου τοῦτο ἔχει ἐφαρμογήν, τάς ἀπαραιτήτους προϋποθέσεις ἵνα ἐξασφαλισθῆ συμμόρφωσις πρός τάς ἀπαιτήσεις τοῦ Τμήματος Ι(Ε) τοῦ Μέρους Γ' τοῦ παρόντος Κεφαλαίου.

(ιν) τυποποιημένας καταστάσεις φορτώσεως κατά τόν ἀπόπλουν καί τήν ἄφιξιν εἰς λιμένα καί, ὅπου τοῦτο εἶναι ἀναγκαῖον, ἐνδιαμέσους καταστάσεις ἐξαιρετικῶς ἀνεπιθυμήτου μορφῆς,

(ν) παράδειγμα προγενεστέρας χρήσεως πρός καθοδήγησιν τοῦ Πλοιάρχου,

(νι) ὁδηγίας φορτώσεως ὑπό μορφήν σημειώσεων αἱ ὁποῖαι θά ἀποδίδουν ἐν περιλήψει τάς ἀπαιτήσεις τοῦ παρόντος Κεφαλαίου.

(β) Πληροφορίαι αἱ ὁποῖαι θά εἶναι ἀποδεκταί ὑπό τῆς 'Αρχῆς ἤ ὑπό Συμβαλλομένου Κράτους ἐνεργοῦντος διά λογαριασμόν τῆς 'Αρχῆς:

(ι) χαρακτηριστικά τοῦ πλοίου,

(ιι) ἄφορτον ἐκτόπισμα καί τήν κατακόρυφον ἀπόστασιν ἀπό τήν τομήν τῆς γραμμῆς βάσεως ἔξωθι τῶν νομέων μετά τῆς ἐγκαρσίας τομῆς εἰς τό μέσον τοῦ πλοίου, ἕως τό κέντρον βάρους τοῦ πλοίου (KG),

(ιιι) πίνακα διορθώσεως ἐλευθέρων ἐπιφανειῶν,

(ιν) χωρητικότητες καί κέντρα βάρους.

Κανονισμός 12

'Ισοδύναμα

Ὅπου ἐφαρμόζεται ἰσοδύναμον τι ἀποδεκτόν ὑπό τῆς 'Αρχῆς συμφώνως πρός τόν Κανονισμόν 5 τοῦ Κεφαλαίου Ι τῆς παρούσης Συμβάσεως, στοιχεῖα περί τούτου δέον ὅπως περιλαμβάνωνται εἰς τήν ἔγγραφον ἐξουσιοδότησιν ἤ τάς πληροφορίας περί φορτώσεως σιτηρῶν.

Κανονισμός 13

'Εξαιρέσεις δι' 'Ωρισμένα Ταξείδια

Ἡ 'Αρχή ἤ Συμβαλλόμενον Κράτος ἐνεργοῦν διά λογαριασμόν τῆς 'Αρχῆς δύνανται νά ἐξαιρέσουν συγκεκριμένα πλοῖα ἤ κατηγορίας πλοίων ἐκ τῆς ἐφαρμογῆς ἀπαιτήσεων τινῶν τῶν Κανονισμῶν 3 ἕως 12 τοῦ παρόντος Κεφαλαίου ἐάν θεωροῦν ὅτι τό προστατευμένον τῆς περιοχῆς καί αἱ συνθῆκαι τοῦ ταξειδίου εἶναι τοιαῦται ὥστε νά καθιστοῦν τήν ἐφαρμογήν τῶν ἀπαιτήσεων αὐτῶν παράλογον ἤ μή ἀναγκαίαν.

ΜΕΡΟΣ Β' — ΥΠΟΛΟΓΙΣΜΟΣ ΥΠΟΘΕΤΙΚΩΝ ΡΟΠΩΝ ΚΛΙΣΕΩΣ

ΤΜΗΜΑ Ι — ΠΕΡΙΓΡΑΦΗ ΤΩΝ ΥΠΟΘΕΤΙΚΩΝ ΚΕΝΩΝ ΚΑΙ ΜΕΘΟΔΟΣ ΥΠΟΛΟΓΙΣΜΟΥ ΤΗΣ ΑΘΙΚΤΟΥ ΕΥΣΤΑΘΕΙΑΣ

ΤΜΗΜΑ ΙΙ — ΥΠΟΘΕΤΙΚΗ ΟΓΚΟΜΕΤΡΙΚΗ ΡΟΠΗ ΚΛΙΣΕΩΣ ΠΛΗΡΟΥΣ ΔΙΑΜΕΡΙΣΜΑΤΟΣ

ΤΜΗΜΑ ΙΙΙ — ΥΠΟΘΕΤΙΚΗ ΟΓΚΟΜΕΤΡΙΚΗ ΡΟΠΗ ΚΛΙΣΕΩΣ ΤΡΟΦΟΔΟΤΙΚΩΝ ΣΤΟΜΙΩΝ ΚΑΙ ΟΧΕΤΩΝ

ΤΜΗΜΑ IV — ΥΠΟΘΕΤΙΚΗ ΟΓΚΟΜΕΤΡΙΚΗ ΡΟΠΗ ΜΕΡΙΚΩΣ ΠΕΠΛΗΡΩΜΕΝΩΝ ΔΙΑΜΕΡΙΣΜΑΤΩΝ

ΤΜΗΜΑ V — ΕΝΑΛΛΑΚΤΙΚΑΙ ΔΙΑΤΑΞΕΙΣ ΦΟΡΤΩΣΕΩΣ ΔΙ' ΥΠΑΡΧΟΝΤΑ ΠΛΟΙΑ

ΤΜΗΜΑ Ι — ΠΕΡΙΓΡΑΦΗ ΤΩΝ ΥΠΟΘΕΤΙΚΩΝ ΚΕΝΩΝ ΚΑΙ ΜΕΘΟΔΟΣ ΥΠΟΛΟΓΙΣΜΟΥ ΤΗΣ ΑΘΙΚΤΟΥ ΕΥΣΤΑΘΕΙΑΣ

(Α) ΓΕΝΙΚΑ

(α) Πρός τόν σκοπόν ὑπολογισμοῦ τῆς ἐπικινδύνου ροπῆς κλίσεως συνεπείᾳ μετακινήσεως τῆς ἐπιφανείας τοῦ φορτίου ἐπί πλοίων μεταφερόντων σιτηρά χύδην, θά ὑποτίθεται ὅτι:

(ι) 'Εντός «πλήρων διαμερισμάτων» τά ὁποῖα ἔχουν διευθετηθῆ συμφώνως πρός τόν Κανονισμόν 3 τοῦ παρόντος Κεφαλαίου, ὑφίσταται κενόν κάτωθεν ἁπασῶν τῶν ὁριακῶν ἐπιφανειῶν ἔχον κλίσιν πρός τό ὁριζόντιον μικροτέραν τῶν 30 μοιρῶν καί ὅτι τό κενόν τοῦτο εἶναι παράλληλον πρός τήν ὁριακήν ἐπιφάνειαν μέ μέσον βάθος ὑπολογιζόμενον συμφώνως πρός τόν κατωτέρω τύπον:

$$Vd = Vd_1 + 0{,}75(d - 600) \text{ χιλ/τρα (mm)}$$

Ἔνθα:

Vd = Μέσον ὕψος κενοῦ εἰς χιλ/τρα (mm)

Vd_1 = Τυποποιημένο ὕψος κενοῦ ἐκ τοῦ Πίνακος Ι κατωτέρω
d = Πραγματικόν βάθος δοκοῦ εἰς χιλ/τρα (mm)

Εἰς οὐδεμίαν περίπτωσιν τό Vd θά ὑποτίθεται ὅτι εἶναι μικρότερον τῶν 100 χιλ/τρων (mm).

ΠΙΝΑΞ Ι

Ἀπόστασις ἐκ τῶν ἄκρων ἢ πλευρῶν τοῦ στομίου κύτους ἕως τά ὅρια τοῦ διαμερίσματος	Τυποποιημένο ὕψος κενοῦ Vd_1
metres	*mm*
0.5	570
1.0	530
1.5	500
2.0	480
2.5	450
3.0	440
3.5	430
4.0	430
4.5	430
5.0	430
5.5	450
6.0	470
6.5	490
7.0	520
7.5	550
8.0	590

Σημειώσεις ἐπί τοῦ Πίνακος I:

Δι' ἀποστάσεις μεγαλυτέρας τῶν 8,0 μέτρων τό σταθερόν βάρος τοῦ κενοῦ Vd' θά ὑπολογίζεται διά γραμμικῆς παρεμβολῆς κατά 80 χιλ–τρα (mm) αὐξανόμενον δι' αὔξησιν τῆς ἀποστάσεως κατά 1 μέτρον. Ὅπου ὑφίσταται διαφορά εἰς τό βάθος μεταξύ τῆς πλευρικῆς σταθμίδος στομίου κύτους ἢ τῆς συνεχείας αὐτῆς καί τῆς δοκοῦ τοῦ ἄκρου τοῦ στομίου κύτους θά ποιεῖται χρῆσις τοῦ μεγαλυτέρου βάθους, σύν τό ὕψος τοῦ ὑπερηψωμένου καταστρώματος, ἐκτός:

(1) ὅτε ἡ πλευρική σταθμίς τοῦ στομίου κύτους ἢ ἡ συνέχεια αὐτῆς εἶναι περισσότερον ρηχή τῆς δοκοῦ τοῦ ἄκρου τοῦ στομίου κύτους,τά κενά παραπλεύρως τοῦ στομίου κύτους δύνανται νά ὑπολογίζωνται διά τῆς χρησιμοποιήσεως τοῦ μικροτέρου βάθους, καί

(2) ὅτε ἡ δοκός τοῦ ἄκρου τοῦ στομίου κύτους εἶναι περισσότερον ρηχή τῆς πλευρικῆς σταθμίδος τοῦ στομίου κύτους ἢ τῆς συνεχείας αὐτῆς, τά κενά τοῦ στομίου κύτους πρός πρῶραν ἢ πρός πρύμναν ἐσωτερικῶς τῆς συνεχείας τῆς πλευρικῆς σταθμίδος, δύνανται νά ὑπολογίζωνται διά τῆς χρησιμοποιήσεως τοῦ μικροτέρου βάθους.

(3) ὅτε ὑφίσταται ὑπερυψωμένον κατάστρωμα εἰς ἀπόστασιν ἐκ τοῦ στομίου κύτους, τό μέσον βάθος κενοῦ μετρούμενον ἐκ τῆς κάτω πλευρᾶς τοῦ ὑπερυψωμένου καταστρώματος θά ὑπολογίζεται διά τῆς χρησιμοποιήσεως τοῦ σταθεροῦ βάθους κενοῦ ἐν συσχετίσει πρός τό βάθος μιᾶς σταθμίδος τῆς δοκοῦ τοῦ ἄκρου τοῦ στομίου κύτους σύν τοῦ ὑπερυψωμένου καταστρώματος.

(ιι) Ἐντός «πλήρων διαμερισμάτων» τά ὁποῖα δέν ἔχουν διευθετηθῆ συμφώνως πρός τόν Κανονισμόν 3 τοῦ παρόντος Κεφαλαίου καί ὅπου ἡ ὁριακή ἐπιφάνεια ἔχει μίαν κλίσιν ὡς πρός τό ὁριζόντιον ἥτις εἶναι μικροτέρα τῶν 30 μοιρῶν, ἡ ἐπιφάνεια τοῦ φορτίου ἔχει μίαν κλίσιν 30 μοιρῶν ὡς πρός τό ὁριζόντιον μετά τήν φόρτωσιν.

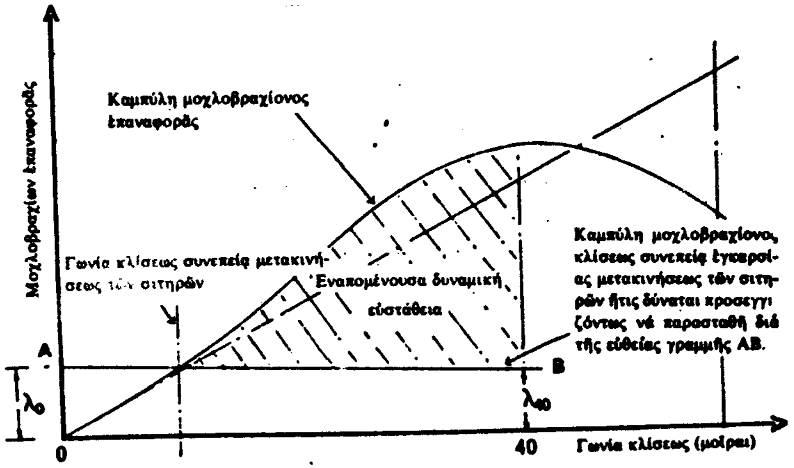
(ιιι) Ἐντός τῶν πεπληρωμένων στομίων κυτῶν καί ἐπιπλέον πρός οἱονδήποτε ἀνοικτόν κενόν ἐντός τοῦ καλύμματος τοῦ στομίου κύτους, ὑφίσταται κενόν μέσου βάθους 150 χιλ/τρων (mm) μετρούμενον πρός τά κάτω ἐκ τοῦ κατωτέρου μέρους τοῦ καλύμματος τοῦ στομίου κύτους εἰς τήν ἐπιφάνειαν τῶν σιτηρῶν ἢ τοῦ ἀνωτάτου σημείου τοῦ πλευρικοῦ χείλους τοῦ στομίου κύτους, οἱονδήποτε εὑρίσκεται χαμηλότερον.

(β) Ἡ περιγραφή τοῦ προτύπου τῆς ὑποθετικῆς συμπεριφορᾶς τῆς ἐπιφανείας τῶν σιτηρῶν ἐντός «μερικῶς πεπληρωμένων διαμερισμάτων» ἐμφαίνηται εἰς τό Τμῆμα IV τοῦ παρόντος Μέρους.

(γ) Πρός τόν σκοπόν ὅπως ἐπιδειχθῆ συμμόρφωσις πρός τά κριτήρια εὐσταθείας τῆς παραγράφου (β) τοῦ Κανονισμοῦ 4 τοῦ παρόντος Κεφαλαίου (ὅρα Σχῆμα 1), οἱ ὑπολογισμοί εὐσταθείας τοῦ πλοίου θά βασίζωνται κανονικῶς ἐπί τῆς ὑποθέσεως ὅτι τό κέντρον βάρους τοῦ φορτίου εἰς ἕν «πλῆρες διαμέρισμα» εὑρίσκεται ἐπί τοῦ ὀγκομετρικοῦ κέντρου ὁλοκλήρου τοῦ χώρου τοῦ φορτίου. Εἰς τάς περιπτώσεις ἐκείνας ὅπου ἡ Ἀρχή ἐξουσιοδοτεῖ ὅπως ληφθῆ ὑπ' ὄψιν ἡ ἐπίδρασις τῶν ὑποθετικῶν, ὑπό τό κατάστρωμα, κενῶν εἰς τήν κατακόρυφον θέσιν τοῦ κέντρου βάρους τοῦ φορτίου ἐντός «πλήρων διαμερισμάτων», θά εἶναι ἀπαραίτητον ὅπως ἀντισταθμισθῆ διά τή ἐπιζήμιαν ἐπίδρασιν τῆς κατακορύφου μετακινήσεως τῶν ἐπιφανειῶν τῶν σιτηρῶν, διά τῆς αὐξήσεως τῆς ὑποθετικῆς ροπῆς κλίσεως συνεπείᾳ τῆς ἐγκαρσίας μετακινήσεως τῶν σιτηρῶν ὡς κατωτέρω:

ὁλική ροπή κλίσεως = 1,06 × ὑπολογισθεῖσα ἐγκαρσία ροπή κλίσεως

Εἰς ἁπάσας τάς περιπτώσεις τό βάρος τοῦ φορτίου ἐντός ἑνός «πλήρους διαμερίσματος» θά εἶναι ὁ ὄγκος ὁλοκλήρου τοῦ χώρου φορτίου διαιρούμενος πρός τόν δείκτην στοιβασίας.



Σχῆμα 1

Σημειώσεις ἐπί τοῦ Σχήματος 1:

(1) Ἔνθα:

$$\lambda_0 = \frac{\text{Ὑποθετική ὀγκομετρική ροπή κλίσεως συνεπείᾳ ἐγκαρσίας μετακινήσεως}}{\text{Συντελεστής στοιβασίας} \times \text{Ἐκτόπισμα}}$$

$\lambda_{40} = 0{,}8 \times \lambda_0$

Συντελεστής στοιβασίας = Ὄγκος κατά μονάδα βάρους τοῦ φορτίου σιτηρῶν,

Ἐκτόπισμα = Βάρος τοῦ πλοίου, καύσιμα, γλυκύ ὕδωρ, ἐφόδια καί φορτίον.

(2) Ἡ καμπύλη τοῦ μοχλοβραχίονος ἐπαναφορᾶς θά ἐξάγεται ἀπό τά σημεῖα διασταυρώσεως τῶν καμπύλων τά ὁποῖα εἶναι ἐπαρκῆ εἰς ἀριθμόν ἵνα καθορισθῆ ἐπακριβῶς ἡ καμπύλη πρός τόν σκοπόν τῶν παρουσῶν ἀπαιτήσεων καί θά περιλαμβάνῃ τά σημεῖα διασταυρώσεως τῶν καμπύλων εἰς τάς 12 μοίρας καί 40 μοίρας.

(δ) Ἐντός τῶν «μερικῶς πεπληρωμένων διαμερισμάτων» ἡ ἐπικίνδυνος ἐπίδρασις τῆς κατακορύφου μετακινήσεως τῆς ἐπιφανείας τῶν σιτηρῶν θά λαμβάνεται ὑπ' ὄψιν ὡς ἀκολούθως:

δλική ροπή κλίσεως = 1.12 × ὑπολογισθεῖσα ἐγκαρσία ροπή κλίσεως

(ε) Οἱαδήποτε ἑτέρα μέθοδος ἐξ ἴσου ἀποτελεσματική δύναται νά υἱοθετηθῇ ἵνα ἐξασφαλισθῇ ἡ ἀντιστάθμισις ἥτις ἀπαιτεῖται εἰς τάς παραγράφους (γ) καί (δ) ἀνωτέρω.

ΤΜΗΜΑ ΙΙ — ΥΠΟΘΕΤΙΚΗ ΟΓΚΟΜΕΤΡΙΚΗ ΡΟΠΗ ΚΛΙΣΕΩΣ ΕΝΟΣ ΠΛΗΡΟΥΣ ΔΙΑΜΕΡΙΣΜΑΤΟΣ

(Α) ΓΕΝΙΚΑ

(α) Τό ὑπόδειγμα τῆς κινήσεως τῆς ἐπιφανείας τῶν σιτηρῶν ἀναφέρεται εἰς ἐγκάρσιον τμῆμα κατά μῆκος τοῦ μέρους τοῦ διαμερίσματος τό ὁποῖον ἐξετάζεται καί ἡ ὡς ἀποτέλεσμα προκύπτουσα ροπή κλίσεως θά πολλαπλασιάζεται ἐπί τό μῆκος ἵνα εὑρεθῇ ἡ ὁλική ροπή διά τό μέρος τοῦτο.

(β) Ἡ ὑποθετική ἐγκαρσία ροπή κλίσεως συνεπείᾳ μετακινήσεως τῶν σιτηρῶν εἶναι ἀποτέλεσμα τῶν τελικῶν μεταβολῶν τοῦ σχήματος καί τῆς θέσεως τῶν κενῶν μετά τήν μετακίνησιν τῶν σιτηρῶν ἐκ τῆς ὑψηλοτέρας πλευρᾶς εἰς τήν χαμηλοτέραν τοιαύτην.

(γ) Ἡ ὡς ἀποτέλεσμα προκύπτουσα ἐπιφάνεια τῶν σιτηρῶν μετά τήν μετακίνησιν θά ὑποτίθεται ὅτι σχηματίζει κλίσιν πρός τό ὁριζόντιον 15 μοιρῶν.

(δ) Ὑπολογίζοντας τήν μεγίστην ἐπιφάνειαν τοῦ κενοῦ ἥτις δύναται νά σχηματισθῇ ἐπί τινος διαμήκους κατασκευαστικοῦ στοιχείου, αἱ ἐπιδράσεις οἱωνδήποτε ὁριζοντίων ἐπιφανειῶν π.χ. ῥάβδων ὄψεως ἢ πελμάτων δοκῶν, δέν θά ὑπολογίζωνται.

(ε) Αἱ ὁλικαί ἐπιφάνειαι τῶν ἀρχικῶν καί τελικῶν κενῶν θά ἰσοῦνται μεταξύ των.

(στ) Διάμηκες διάφραγμα οὐχί συνεχές θά ὑπολογίζεται ὅτι ἐπιδρᾷ διά τοῦ πλήρους μήκους αὐτοῦ.

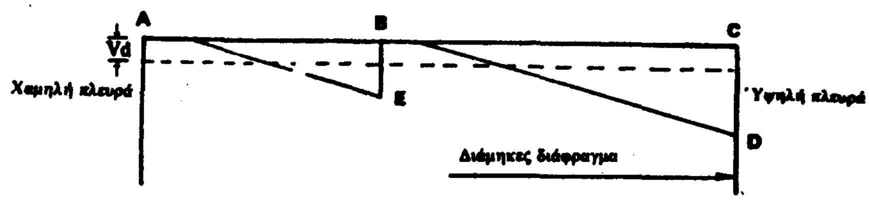
(Β) ΠΑΡΑΔΟΧΑΙ

Εἰς τάς ἀκολούθους παραγράφους λαμβάνεται ὡς ὑπόθεσις ὅτι ἡ ὁλική ροπή κλίσεως δι' ἕν διαμέρισμα εὑρίσκεται διά τῆς προσθέσεως τῶν ἀποτελεσμάτων τῶν κεχωρισμένων ὑπολογισμῶν τῶν κατωτέρω μερῶν του:

(α) *Πρώραθεν καί πρύμνηθεν τῶν στομίων κυτῶν:*

(ι) Ἐάν ἕν διαμέρισμα ἔχῃ δύο ἢ περισσότερα κύρια στόμια κύτους μέσω τῶν ὁποίων δύναται νά λάβῃ χώραν φόρτωσις τό βάθος τῶν κενῶν κάτωθεν τοῦ καταστρώματος διά τό (τά) μέρος (η) μεταξύ τῶν τοιούτων στομίων κυτῶν θά ὑπολογίζεται διά τῆς χρήσεως τῆς πρός πρῶραν καί πρός πρύμνην ἀποστάσεως ἐκ τοῦ σημείου ἰσαποστάσεως μεταξύ τῶν στομίων κυτῶν.

(ιι) Μετά τήν ὑποθετικήν μετακίνησιν τῶν σιτηρῶν τό τελικόν πρότυπον κενόν θά εἶναι ὡς ἐμφαίνηται εἰς τό Σχῆμα 2 κατωτέρω.



Σχῆμα 2

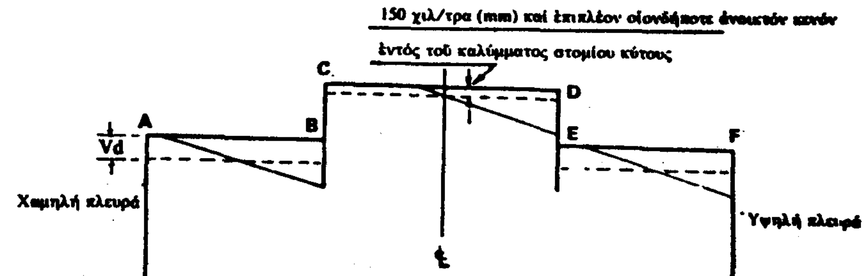
Σημειώσεις ἐπί τοῦ Σχήματος 2:

(1) Ἐάν ἡ μεγίστη ἐπιφάνεια κενοῦ ἥτις δύναται νά σχηματισθῇ ἐπί τῆς σταθμίδος εἰς τό σημεῖον Β εἶναι μικροτέρα τῆς ἀρχικῆς ἐπιφανείας κενοῦ κάτωθεν τοῦ τμήματος ΑΒ, λ.χ. ΑΒ Χ Vd, ἡ πλεονάζουσα ἐπιφάνεια θά ὑποτίθεται ὅτι μεταφέρεται εἰς τό τελικόν κενόν ἐπί τῆς ὑψηλῆς πλευρᾶς.

(2) Ἐάν τό διάμηκες διάφραγμα εἰς τό Γ εἶναι ἐκ τῶν προβλεπομένων ὑπό τοῦ ἐδαφίου β(ιι) τοῦ Κανονισμοῦ 5 τοῦ παρόντος Κεφαλαίου, θά ἐπεκτείνεται κατά τοὐλάχιστον 0,6 μέτρα κάτωθεν τοῦ Δ ἢ Ε οἱονδήποτε δίδη τό μεγαλύτερον βάθος.

(β) *Ἐντός καί παραπλεύρως τῶν στομίων κυτῶν:*

Μετά τήν ὑποθετικήν μετακίνησιν τῶν σιτηρῶν τό τελικόν κενόν ὑποδείγματος θά εἶναι ὡς ἐνδείκνυται εἰς τά ἀκόλουθα σχήματα 3 ἢ 4.

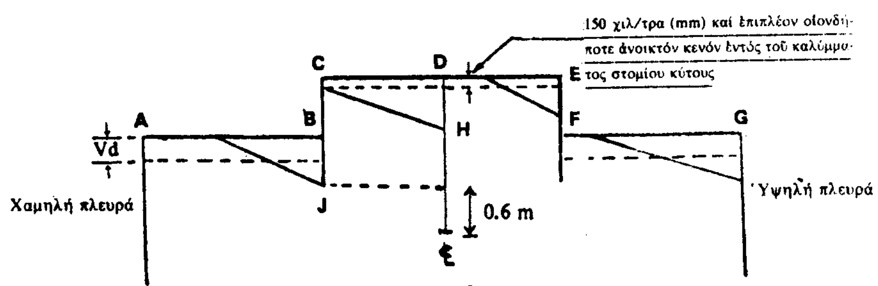


Σχῆμα 3

Σημειώσεις ἐπί τοῦ Σχήματος 3:

(1) ΑΒ Οἱαδήποτε ἐπιφάνεια καθ' ὑπέρβασιν ἐκείνης ἥτις δύναται νά σχηματισθῇ ἐπί τῆς σταθμίδος εἰς τό Β θά μεταφέρεται εἰς τήν τελικήν ἐπιφάνεια κενοῦ εἰς τό στόμιον κύτους.

(2) CD Οἱαδήποτε ἐπιφάνεια καθ' ὑπέρβασιν ἐκείνης ἥτις δύναται νά σχηματισθῇ ἐπί τῆς σταθμίδος εἰς τό Ε θά μεταφέρεται εἰς τήν τελικήν ἐπιφάνειαν κενοῦ ἐπί τῆς ὑψηλῆς πλευρᾶς.



Σχῆμα 4

Σημειώσεις ἐπὶ τοῦ Σχήματος 4:

(1) Ἐὰν τὸ κεντρικὸν διάμηκες διάφραγμα εἶναι ἐκ τῶν προβλεπομένων ὑπὸ τοῦ ἐδαφίου β(ιι) τοῦ Κανονισμοῦ 5 τοῦ παρόντος Κεφαλαίου θὰ ἐκτείνεται κατὰ τοὐλάχιστον 0,6 μέτρα κάτωθεν τοῦ Η ἢ τοῦ J οἱονδήποτε διδη τὸ μεγαλύτερον βάθος.

(2) Ἡ καθ' ὑπέρβασιν ἐπιφάνεια κενοῦ ἐκ τοῦ ΑΒ θὰ μεταφέρεται εἰς τὸ ἥμισυ τῆς χαμηλῆς πλευρᾶς τοῦ στομίου κύτους ἐντὸς τοῦ ὁποίου δύο κεχωρισμέναι ἐπιφάνειαι κενοῦ θὰ σχηματίζωνται, ἤτοι μία ἐπὶ τοῦ κεντρικοῦ διαμήκους διαφράγματος καὶ ἡ ἑτέρας ἐπὶ τῶν χειλέων καὶ τῆς σταθμίδος τῆς πλευρᾶς τοῦ στομίου κύτους ἐπὶ τῆς ὑψηλῆς πλευρᾶς.

(3) Ἐὰν ἔχῃ σχηματισθῆ λεκάνη ἢ δέμα ἐξ ἐνσακκισμένων σιτηρῶν εἰς τὸ στόμιον κύτους, θὰ ὑποτίθεται πρὸς τὸν σκοπὸν τοῦ ὑπολογισμοῦ τῆς ἐγκαρσίας ροπῆς κλίσεως ὅτι τοιαύτη διάταξις εἶναι τοὐλάχιστον ἰσοδύναμος πρὸς τὸ κεντρικὸν διάμηκες διάφραγμα.

(Γ) ΔΙΑΜΕΡΙΣΜΑΤΑ ΕΙΣ ΤΑ ΟΠΟΙΑ Η ΦΟΡΤΩΣΙΣ ΕΓΕΝΕΤΟ ΚΑΤΑ ΣΥΝΔΥΑΣΜΟΝ

Αἱ ἀκόλουθοι παράγραφοι περιγράφουν ὑποδείγματα τῆς συμπεριφορᾶς τοῦ κενοῦ τὸ ὁποῖον θὰ ὑποτίθεται ὅτι σχηματίζεται ὅτε εἰς διαμερίσματα τινὰ ἡ φόρτωσις ἐγένετο κατὰ συνδυασμόν:

(α) *Ἄνευ ἀποτελεσματικῶν κεντρικῶν διαμήκων διαφραγμάτων:*

(ι) Κάτωθεν τοῦ ἀνωτέρου καταστρώματος – ὡς διὰ τὰς περιπτώσεις πλοίων ἑνὸς καταστρώματος αἱ ὁποῖαι περιεγράφησαν εἰς τὸ τμῆμα ΙΙ(Β) τοῦ παρόντος Μέρους.

(ιι) Κάτωθεν τοῦ δευτέρου καταστρώματος – ἡ διαθέσιμος ἐπιφάνεια κενοῦ διὰ μεταφορὰν ἐκ τῆς χαμηλῆς πλευρᾶς λ.χ. ἀρχικὴ περιοχὴ κενοῦ μικροτέρα τῆς περιοχῆς κενοῦ ἐπὶ τῆς σταθμίδος τῆς πλευρᾶς τοῦ στομίου κύτους θὰ ὑτίθεται ὅτι μεταφέρεται ὡς ἀκολούθως:

τὸ ἥμισυ εἰς τὸ στόμιον κύτους τοῦ ἀνωτέρου καταστρώματος καὶ ἀνὰ ἓν τέταρτον εἰς τὴν ὑψηλὴν πλευρὰν κάτωθεν τοῦ ἀνωτέρου καὶ δευτέρου καταστρώματος.

(ιιι) Κάτωθεν τοῦ τρίτου ἢ καὶ χαμηλοτέρων καταστρωμάτων αἱ διαθέσιμοι ἐπιφάνειαι κενοῦ πρὸς μεταφορὰν ἐκ τῆς χαμηλῆς πλευρᾶς ἑκάστου τῶν καταστρωμάτων τούτων, θὰ ὑποτίθεται ὅτι μεταφέρεται εἰς ὁμοίας ποσότητας εἰς ἅπαντα τὰ κενὰ κάτωθεν τῶν καταστρωμάτων ἐπὶ τῆς ὑψηλῆς πλευρᾶς καὶ τὸ κενὸν εἰς τὸ στόμιον κύτους τοῦ ἀνωτέρου καταστρώματος

(β) *Μετὰ ἀποτελεσματικῶν κεντρικῶν διαμήκων διαφραγμάτων ἐπεκτεινομένων ἐντὸς τοῦ στομίου κύτους τοῦ ἀνωτέρου καταστρώματος.*

(ι) Εἰς ἅπαντα τὰ ἐπίπεδα παραπλεύρως τοῦ διαφράγματος αἱ διαθέσιμοι περιοχαὶ κενοῦ πρὸς μεταφορὰν ἐκ τῆς χαμηλῆς πλευρᾶς θὰ ὑποτίθεται ὅτι μεταφέρονται εἰς τὸ κενὸν κάτωθεν τοῦ ἡμίσεος τῆς χαμηλῆς πλευρᾶς τοῦ στομίου κύτους τοῦ ἀνωτέρου καταστρώματος.

(ιι) Εἰς τὸ ἐπίπεδον τοῦ καταστρώματος ἀκριβῶς κάτωθεν τοῦ κατωτάτου σημείου τοῦ διαφράγματος ἡ διαθέσιμος περιοχὴ κενοῦ πρὸς μεταφορὰν ἐκ τῆς χαμηλῆς πλευρᾶς θὰ ὑποτίθεται ὅτι μεταφέρεται ὡς ἀκολούθως:

τὸ ἥμισυ τοῦ κενοῦ κάτωθεν τῆς χαμηλῆς πλευρᾶς τοῦ στομίου κύτους τοῦ ἀνωτέρου καταστρώματος καὶ τὸ ὑπόλοιπον εἰς ἴσας ποσότητας κάτωθεν τῶν καταστρωμάτων ἐπὶ τῆς ὑψηλῆς πλευρᾶς.

(ιιι) Εἰς ἐπίπεδα καταστρώματος ἕτερα τῶν περιγραφομένων εἰς τὰ ἐδάφια (ι) καὶ (ιι) τῆς παρούσης παραγράφου ἡ διαθέσιμος περιοχὴ κενοῦ πρὸς μεταφορὰν ἐκ τῆς χαμηλῆς πλευρᾶς ἑκάστου τῶν καταστρωμάτων τούτων θὰ ὑποτίθεται ὅτι μεταφέρεται εἰς ἴσας ποσότητας εἰς τὰ κενὰ ἑκάστου ἐκ τῶν δύο ἡμίσεων τοῦ στομίου κύτους τοῦ ἀνωτέρου καταστρώματος ἐφ' ἑκάστης πλευρᾶς τοῦ διαφράγματος καὶ τὰ κενὰ κάτωθεν τῶν καταστρωμάτων ἐπὶ τῆς ὑψηλῆς πλευρᾶς.

(γ) *Μετὰ ἀποτελεσματικῶν κεντρικῶν διαμήκων διαφραγμάτων μὴ ἐπεκτεινομένων ἐντὸς τοῦ στομίου κύτους τοῦ ἀνωτέρου καταστρώματος:*

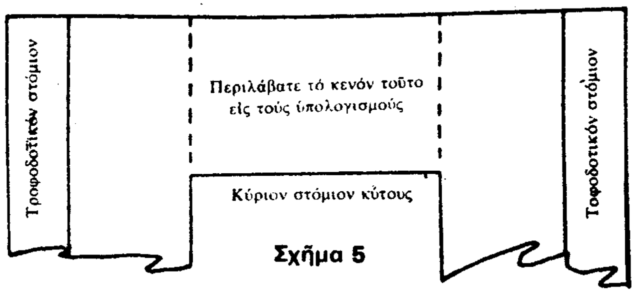
Λαμβανομένου ὑπ' ὄψιν ὅτι δὲν εἶναι δυνατὸν νὰ ὑποτεθῇ ὁριζοντία μετατόπισις τῶν κενῶν ἥτις θὰ λάβῃ χώραν εἰς τὸ αὐτὸ ἐπίπεδον καταστρώματος τοῦ διαφράγματος, ἡ διαθέσιμος περιοχὴ κενοῦ πρὸς μετατόπισιν ἐκ τῆς χαμηλῆς πλευρᾶς εἰς τὸ ἐπίπεδον τοῦτο, θὰ ὑποτίθεται ὅτι μεταφέρεται ὑπεράνω τοῦ διαφράγματος εἰς κενὰ ἐπὶ τῆς ὑψηλῆς πλευρᾶς συμφώνως πρὸς τὰς ἀρχὰς τῶν ἀνωτέρω παραγράφων (α) καὶ (β).

ΤΜΗΜΑ ΙΙΙ — ΥΠΟΘΕΤΙΚΗ ΟΓΚΟΜΕΤΡΙΚΗ ΡΟΠΗ ΚΛΙΣΕΩΣ ΤΡΟΦΟΔΟΤΙΚΩΝ ΣΤΟΜΙΩΝ ΚΑΙ ΟΧΕΤΩΝ

(Α) ΚΑΝΟΝΙΚΩΣ ΤΟΠΟΘΕΤΗΜΕΝΑ ΠΛΕΥΡΙΚΑ ΤΡΟΦΟΔΟΤΙΚΑ ΣΤΟΜΙΑ (Σχῆμα 5)

Δύναται νὰ ὑποτεθῇ ὅτι ὑπὸ τὴν ἐπίδρασιν τῆς κινήσεως τοῦ πλοίου κενὰ κάτωθεν τοῦ καταστρώματος θὰ πληρωθοῦν οὐσιωδῶς ἐκ τῆς ροῆς τῶν σιτηρῶν ἐξ ἑνὸς ζεύγους διαμήκων τροφοδοτικῶν στομίων ὑπὸ τὴν προϋπόθεσιν ὅτι:

(α) τὰ τροφοδοτικὰ στόμια ἐκτείνονται καθ' ὅλον τὸ μῆκος τοῦ καταστρώματος καὶ αἱ ἐκεῖσε ὀπαὶ ἔχουν διαταχθῇ καταλλήλως.

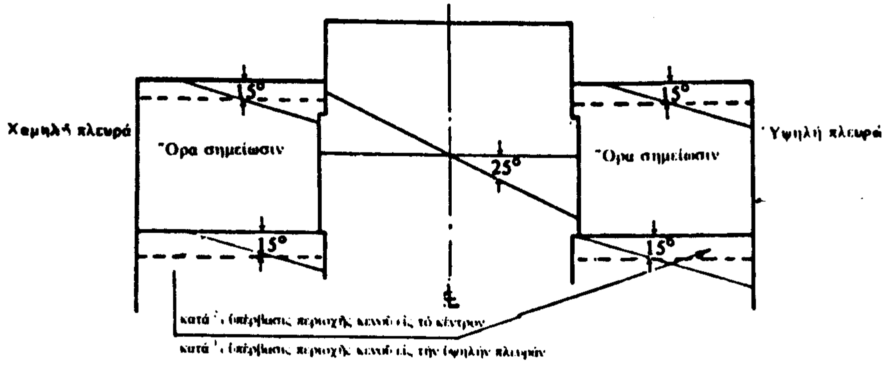


Σχῆμα 5

(β) ὁ ὄγκος ἑκάστου τροφοδοτικοῦ στομίου εἶναι ἴσος πρός τόν ὄγκον τοῦ κάτωθεν τοῦ καταστρώματος κενοῦ ἔξωθεν τῆς πλευρικῆς σταθμίδος τοῦ στομίου κύτους καί τῆς συνεχείας αὐτῆς.

(Β) ΟΧΕΤΟΙ ΤΟΠΟΘΕΤΗΜΕΝΟΙ ΥΠΕΡΑΝΩ ΤΩΝ ΚΥΡΙΩΝ ΣΤΟΜΙΩΝ ΚΥΤΩΝ

Μετά τήν ὑποθετικήν μετακίνησιν τῶν σιτηρῶν τό τελικόν ὑπόδειγμα κενοῦ θά εἶναι ὡς ἐμφαίνηται εἰς τό Σχῆμα 6.



Σχῆμα 6

Σημειώσεις ἐπί τοῦ Σχήματος 6 :

'Εάν αἱ περιοχαί τῶν πλευρῶν ἔξωθεν τοῦ ὀχετοῦ δέν εἶναι δυνατόν νά διευθετηθοῦν κανονικῶς συμφώνως πρός τόν Κανονισμόν 3 τοῦ παρόντος Κεφαλαίου, θά ὑποτίθεται ὅτι λαμβάνει χώραν μετακίνησις ἐπιφανείας 25 μοιρῶν.

ΤΜΗΜΑ IV — ΥΠΟΘΕΤΙΚΗ ΟΓΚΟΜΕΤΡΙΚΗ ΡΟΠΗ ΚΛΙΣΕΩΣ ΜΕΡΙΚΩΣ ΠΕΠΛΗΡΩΜΕΝΩΝ ΔΙΑΜΕΡΙΣΜΑΤΩΝ

(Α) ΓΕΝΙΚΑ

Ὅτε ἡ ἐλευθέρα ἐπιφάνεια τῶν χύδην σιτηρῶν δέν ἔχει ἀσφαλισθῆ συμφώνως πρός τάς διατάξεις τοῦ Κανονισμοῦ 6, δέον ὅπως ὑποτεθῆ ὅτι μία μετατόπισις λαμβάνει χώραν ὑπεράνω ἁπασῶν τῶν ἐπιφανειῶν μέ μίαν γωνίαν ἐπιφανειακῆς μετακινήσεως (γωνία σφηνός) 25 μοιρῶν.

(Β) ΑΣΥΝΕΧΗ ΔΙΑΜΗΚΗ ΔΙΑΦΡΑΓΜΑΤΑ

Εἰς ἕν διαμέρισμα ἐντός τοῦ ὁποίου τά διαμήκη διαφράγματα δέν εἶναι συνεχῆ μεταξύ τῶν ἐγκαρσίων ὁρίων (φρακτῶν), τό μῆκος ὑπεράνω τοῦ ὁποίου οἱαδήποτε ἐκ τῶν τοιούτων διαφραγμάτων ἐνεργοῦν ὡς μέσα προλήψεως πλήρους κατά πλάτος μετακινήσεως τῶν ἐπιφανειῶν τῶν σιτηρῶν, θά λαμβάνεται ὅτι εἶναι τό πραγματικόν μῆκος τοῦ τμήματος τοῦ ὑπ' ὄψιν διαφράγματος μεῖον δύο ἕβδομα τῆς μεγαλυτέρας ἐκ τῶν δύο ἐγκαρσίων ἀποστάσεων μεταξύ τοῦ διαφράγματος καί τοῦ γειτνιάζοντος διαφράγματος ἤ τῆς πλευρᾶς τοῦ πλοίου.

Ἡ ὡς ἄνω διόρθωσις δέν ἐφαρμόζεται ἐπί τῶν κατωτέρων διαμερισμάτων οἱουδήποτε συνδυασμοῦ φορτώσεως κατά τόν ὁποῖον τά ἀνώτερα διαμερίσματα εἶναι ἤ «πλήρη διαμερίσματα» ἤ «μερικῶς πεπληρωμένα διαμερίσματα».

ΤΜΗΜΑ V— ΕΝΑΛΛΑΚΤΙΚΑΙ ΔΙΑΤΑΞΕΙΣ ΦΟΡΤΩΣΕΩΣ ΔΙ' ΥΠΑΡΧΟΝΤΑ ΠΛΟΙΑ

(Α) ΓΕΝΙΚΑ

Ἕν πλοῖον ὅπερ ἐφορτώθη συμφώνως πρός τό 'Υπό-Τμῆμα (Β) ἤ τό 'Υπό-Τμῆμα (Γ) κατωτέρω θά θεωρεῖται ὅτι ἔχει χαρακτηριστικά ἀθίκτου εὐσταθείας τοὐλάχιστον ἰσοδύναμα πρός τάς ἀπαιτήσεις τῆς παραγράφου (β) τοῦ Κανονισμοῦ 4 τοῦ παρόντος Κεφαλαίου. Ἔγγραφοι ἐξουσιοδοτήσεις ἐπιτρέπουσαι τοιαύτας φορτώσεις θά γίνωνται ἀποδεκταί συμφώνως πρός τάς διατάξεις τῆς παραγράφου (ε) τοῦ Κανονισμοῦ 10 τοῦ παρόντος Κεφαλαίου.

Πρός ἐκπλήρωσιν τῶν σκοπῶν τοῦ παρόντος Μέρους, ὁ ὅρος «'Υπάρχον Πλοῖον» σημαίνει πλοῖον τοῦ ὁποίου ἡ τρόπις ἐτέθη πρό τῆς ἡμερομηνίας θέσεως ἐν ἰσχύϊ τοῦ παρόντος Κεφαλαίου.

(Β) ΣΤΟΙΒΑΣΙΑ ΕΝΤΟΣ ΕΙΔΙΚΩΣ ΚΑΤΑΛΛΗΛΩΝ ΠΛΟΙΩΝ

(α) Παρά τάς διατάξεις τοῦ Μέρους Β΄ τοῦ παρόντος Κεφαλαίου σιτηρά χύδην δύνανται νά φέρωνται ἄνευ συμμορφώσεως πρός τάς ἀπαιτήσεις αἵτινες καθορίζονται ἐκεῖσε ὑπό πλοίων ἅτινα εἶναι κατεσκευασμένα μετά δύο ἤ περισσοτέρων κατακορύφων ἤ ἐπικλινῶν σιτοστεγῶν διαμήκων διαφραγμάτων καταλλήλως διατιθέμενα ἵνα περιορίσουν τό ἀποτέλεσμα ἐξ οἱασδήποτε διαμήκους μετακινήσεως τῶν σιτηρῶν ὑπό τούς κατωτέρω ὅρους:

(ι) ὅσον τό δυνατόν περισσότερα κύτη καί διαμερίσματα θά πληροῦνται καί διευθετῶνται πλήρως,

(ιι) μέ οἱανδήποτε εἰδικήν διάταξιν στοιβασίας τό πλοῖον δέν θά ἔχει κλίσιν μεγαλυτέραν τῶν 5 μοιρῶν εἰς οἱανδήποτε φάσιν τοῦ ταξειδίου ἔνθα:

(1) ἐντός κυτῶν ἤ διαμερισμάτων τά ὁποῖα διευθετήθησαν πλήρως ἡ ἐπιφάνεια τῶν σιτηρῶν κατεκάθισεν κατά 2 τοῖς ἑκατόν τοῦ ὄγκου ἐκ τῆς ἀρχικῆς ἐπιφανείας καί κατόπιν μετακινήσεως ἐσταθεροποιήθη ὑπό γωνίαν ἐπιφανείας 12 μοιρῶν πρός ἁπάσας τάς πλευράς τῶν κυτῶν τούτων καί διαμερισμάτων αἱ ὁποῖαι ἔχουν κλίσιν πρός τό ὁριζόντιον μικροτέραν τῶν 30 μοιρῶν.

(2) ἐντός τῶν «μερικῶς πεπληρωμένων διαμερισμάτων ἤ κυτῶν» ἐλεύθεραι ἐπιφάνειαι σιτηρῶν κατακαθίσασαι καί ἐκ μετακινήσεως σταθεροποιηθεῖσαι ὡς τό ἐδάφιον (ιι)(1) τῆς παρούσης παραγράφου ἤ κατά γωνίαν τόσον μεγαλυτέραν ὅσον δυνατόν νά θεωρηθῆ ἀναγκαία ὑπό τῆς 'Αρχῆς ἤ ὑπό Συμβαλλομένου Κράτους ἐνεργοῦντος διά λογαριασμόν τῆς 'Αρχῆς, καί ἐπιφάνειαι σιτηρῶν, ἐφ' ὅσον ἐγένετο ὑπερπλήρωσις συμφώνως πρός τόν Κανονισμόν 5 τοῦ παρόντος Κεφαλαίου, μετακινοῦνται κατά γωνίαν 8 μοιρῶν πρός τάς ἀρχικάς ἰσοπεδωθείσας ἐπιφανείας. Πρός ἐκπλήρωσιν τῶν σκοπῶν τοῦ ἐδαφίου (ιι) τῆς παρούσης παραγράφου, παραφράγματα, ἐφ' ὅσον ὑφίστανται, θά θεωροῦνται ὡς περιορίζοντα τήν διαμήκη μετακίνησιν τῆς ἐπιφανείας τῶν σιτηρῶν.

(ιιι) ὁ πλοίαρχος εἶναι ἐφωδιασμένος μέ ἕν σχέδιον φορτώσεως σιτηρῶν ὅπερ καλύπτει τάς διατάξεις στοιβασίας αἵτινες δέον ὅπως υἱοθετηθοῦν καί ἕν ἐγχειρίδιον εὐσταθείας, ἀμφότερα ἐγκεκριμένα ὑπό τῆς 'Αρχῆς ἤ ὑπό Συμβαλλομένου Κράτους ἐνεργοῦντος διά λογαριασμόν τῆς 'Αρχῆς, δεικνύοντα τάς συνθήκας εὐσταθείας ἐπί τῶν ὁποίων βασίζονται οἱ ὑπολογισμοί οἵτινες δίδονται εἰς τό ἐδάφιον (ιι) τῆς παρούσης παραγράφου.

(β) Ἡ Ἀρχή ἤ Συμβαλλόμενον Κράτος ἐνεργοῦν διά λογαριασμόν τῆς Ἀρχῆς, θά καθορίζῃ τάς προφυλάξεις αἵτινες δέον νά λαμβάνωνται κατά τῆς μετακινήσεως εἰς ἁπάσας τάς ἑτέρας συνθήκας φορτώσεως τῶν πλοίων ἅτινα εἶναι σχεδιασμένα συμφώνως πρός τήν παράγραφον (Β)(α) τοῦ παρόντος Τμήματος καί πληροῦν τάς ἀπαιτήσεις τῶν ἐδαφίων (ιι) καί (ιιι) τῆς παραγράφου ἐκείνης.

(Γ) ΠΛΟΙΑ ΑΝΕΥ ΕΓΓΡΑΦΩΝ ΕΞΟΥΣΙΟΔΟΤΗΣΕΩΝ

Εἰς πλοῖον μή φέρον ἔγγραφον ἐξουσιοδότησιν ἐκδοθεῖσαν συμφώνως πρός τούς Κανονισμούς 4 καί 10 τοῦ παρόντος Κεφαλαίου δύναται νά ἐπιτραπῇ ἡ φόρτωσις σιτηρῶν χύδην ὑπό τούς ὅρους τοῦ Ὑπο-Τμήματος (Β) τοῦ παρόντος Τμήματος ἤ ὑπό τάς κάτωθι προϋποθέσεις:

(α) Ἅπαντα τά «πλήρη διαμερίσματα» θά φέρουν διαμήκη κεντρικά διαφράγματα καταλαμβάνοντα ὅλον τό μῆκος τῶν τοιούτων διαμερισμάτων καί ἐκτεινόμενα πρός τά κάτω ἐκ τῆς κάτω πλευρᾶς τοῦ καταστρώματος ἤ τοῦ καλύμματος στομίου κύτους εἰς ἀπόστασιν κάτωθεν τῆς γραμμῆς καταστρώματος τοὐλάχιστον ἴσην πρός τό ἕν ὄγδοον (1/8) τοῦ μεγίστου πλάτους τοῦ διαμερίσματος ἤ 2,4 μέτρων οἱονδήποτε εἶναι μεγαλύτερον, ἐκτός ἐάν ὑφίστανται λεκάναι κατεσκευασμέναι συμφώνως πρός τό Τμῆμα II τοῦ Μέρους Γ΄ ἐντός καί κάτωθεν τοῦ στομίου κύτους, αἱ ὁποῖαι δύνανται νά γίνουν ἀποδεκταί ἀντί τοῦ κεντρικοῦ διαμήκους διαφράγματος.

(β) Ἅπαντα τά στόμια κυτῶν τῶν «πλήρων διαμερισμάτων» θά κλείωνται καί τά καλύμματα αὐτῶν θά ἀσφαλίζωνται.

(γ) Ἅπασαι αἱ ἐπιφάνειαι σιτηρῶν ἐντός τῶν «μερικῶς πεπληρωμένων διαμερισμάτων» θά διευθετῶνται ἵνα ὁριζοντιωθοῦν καί θά ἀσφαλίζωνται συμφώνως πρός τό Τμῆμα II τοῦ Μέρους Γ΄.

(δ) Καθ' ὅλην τήν διάρκειαν τοῦ ταξειδίου τό μετακεντρικόν ὕψος, μετά τήν διόρθωσιν διά τάς ἐπιδράσεις τῶν ἐλευθέρων ἐπιφανειῶν τῶν ὑγρῶν εἰς τάς δεξαμενάς, θά εἶναι 0,3 μέτρα ἤ τό προκῦπτον ἐκ τοῦ ἀκολούθου τύπου, οἱονδήποτε εἶναι μεγαλύτερον:

$$GM_R = \frac{L\,B\,Vd\,(0.25\,B - 0.645\sqrt{Vd\,B})}{SF \times \Delta \times 0.0875}$$

Ἔνθα:

L = συνολικόν μῆκος ἁπάντων τῶν πεπληρωμένων διαμερισμάτων,

B = πλάτος τοῦ πλοίου ἔξωθεν τῶν νομέων,

SF = συντελεστής στοιβασίας,

Vd = ὑπολογισθέν μέσον βάθος κενοῦ συμφώνως πρός τήν παράγραφον (α)(ι) τοῦ Τμήματος I(A) τοῦ παρόντος Μέρους,

Δ = ἐκτόπισμα.

ΜΕΡΟΣ Γ΄ — ΕΞΑΡΤΗΜΑΤΑ ΚΑΙ ΑΣΦΑΛΙΣΙΣ ΤΩΝ ΣΙΤΗΡΩΝ

ΤΜΗΜΑ I — ΑΝΤΟΧΗ ΤΩΝ ΕΞΑΡΤΗΜΑΤΩΝ ΦΟΡΤΩΣΕΩΣ ΣΙΤΗΡΩΝ

(Α) Γενικά (περιλαμβανομένων καί τῶν τάσεων λειτουργίας)

(Β) Διαφράγματα φορτωθέντα ἐξ ἀμφοτέρων τῶν πλευρῶν

(Γ) Διαφράγματα φορτωθέντα ἐκ μιᾶς πλευρᾶς μόνον

(Δ) Λεκάναι

(Ε) Σχηματισμός δεμάτων σιτηρῶν χύδην

(ΣΤ) Ἀσφάλισις τῶν στομίων κυτῶν τῶν πλήρων διαμερισμάτων

ΤΜΗΜΑ II — ΑΣΦΑΛΙΣΙΣ ΤΩΝ ΜΕΡΙΚΩΣ ΠΕΠΛΗΡΩΜΕΝΩΝ ΔΙΑΜΕΡΙΣΜΑΤΩΝ

(Α) Λωρίδες ἤ συρματόσχοινα

(Β) Διατάξεις ὑπερφορτώσεως

(Γ) Σιτηρά εἰς σάκκους

ΤΜΗΜΑ I — ΑΝΤΟΧΗ ΤΩΝ ΕΞΑΡΤΗΜΑΤΩΝ ΦΟΡΤΩΣΕΩΣ ΣΙΤΗΡΩΝ

(Α) ΓΕΝΙΚΑ

(α) *Ξυλεία*

Ἡ ξυλεία ἥτις χρησιμοποιεῖται διά τά ἐξαρτήματα φορτώσεως σιτηρῶν, δέον ὅπως εἶναι ἐξ ἀρίστης ποιότητος ἄνευ ἐλαττωμάτων, τύπου καί εἴδους τό ὁποῖον ἀπεδείχθη ἱκανοποιητικόν διά τόν σκοπόν αὐτόν. Αἱ πραγματικαί κατειργασμέναι διαστάσεις τῆς ξυλείας δέον ὅπως εἶναι σύμφωνοι πρός τάς τοιαύτας αἵτινες καθορίζονται εἰς τό παρόν Μέρος. Ἀντικολλητόν ξύλον (κοντρα-πλακέ) ἐξωτερικῆς χρήσεως συνδεδεμένον δι' ὑδατοστεγοῦς κόλλας καί τοποθετημένον κατά τοιοῦτον τρόπον ὥστε ἡ κατεύθυνσις τῶν ἰνῶν ἐπί τῶν ἐπιφανειακῶν φύλλων εἶναι κάθετος πρός τούς ὑποστηρίζοντας ὀρθοστάτας ἤ συνδετικόν, δύναται νά χρησιμοποιηθῇ ὑπό τήν προϋπόθεσιν ὅτι ἡ ἀντοχή του εἶναι ἰσοδύναμος τῆς τοιαύτης τῆς ἀκεραίας ξυλείας καταλλήλων διαστάσεων.

(β) *Τάσεις λειτουργίας*

Ὅτε ὑπολογίζονται αἱ διαστάσεις τῶν διαφραγμάτων φορτιζομένων ἐκ τῆς μιᾶς πλευρᾶς, χρησιμοποιοῦντες τούς Πίνακας τῶν παραγράφων (α) καί (β) τοῦ Ὑπο-τμήματος (Γ) τοῦ παρόντος Τμήματος, αἱ ἀκόλουθοι τάσεις λειτουργίας, δέον ὅπως υἱοθετηθοῦν:

Διά διαφράγματα ἐκ χάλυβος .... 2000 χιλιογρ./cm²

Διά διαφράγματα ἐκ ξυλείας .... 160 χιλιογρ./cm²

(γ) *Ἕτερα ὑλικά*

Ὑλικά ἐκτός τοῦ ξύλου ἤ τοῦ χάλυβος δύνανται νά γίνουν ἀποδεκτά διά τοιαῦτα διαφράγματα ὑπό τήν προϋπόθεσιν ὅτι ἔχει καταβληθῆ ἡ ἀπαιτουμένη προσοχή διά τάς μηχανικάς των ἰδιότητας.

(δ) *Ὀρθοστάται*

(ι) Ἐκτός τῆς περιπτώσεως καθ' ἥν προβλέπονται μέσα διά τήν πρόληψιν ἐκτοπίσεως τῶν ἄκρων τῶν ὀρθοστατῶν ἐκ τῶν ὑποδοχέων των, τό βάθος τῆς ὑποδοχῆς ἑκάστου ἄκρου ἑκάστου ὀρθοστάτου δέον ὅπως μή εἶναι μικρότερον τῶν 75 χιλ./των (mm). Ἐάν εἷς ὀρθοστάτης δέν εἶναι ἠσφαλισμένος εἰς τήν κορυφήν, τό ἀνώτατον στήριγμα ἤ συνδέτης δέον ὅπως εἶναι συνδεδεμένον πρός αὐτήν εἰς σημεῖον ὅσον πλησιέστερον εἶναι πρακτικῶς δυνατόν.

(ιι) Αἱ προβλεπόμεναι διατάξεις ἐνθέσεως τῶν φορητῶν σανίδων δέον ὅπως εἶναι τοιαῦται οὕτως ὥστε αἱ συνεπείᾳ τῆς ἀφαιρέσεως μέρους τῆς τομῆς ὀρθοστάτου δημιουργούμεναι τοπικαί τάσεις, μή εἶναι ὑπερβολικῶς ὑψηλαί.

(ιιι) Ἡ μεγίστη ροπή κάμψεως ἡ ἐπιβαλλομένη ἐφ' ἑνός ὀρθοστάτου ὑποστηρίζοντος ἕν διάφραγμα φορτωθέν ἐπί τῆς μιᾶς πλευρᾶς, δέον ὅπως ὑπό ὁμαλάς συνθήκας ὑπολογίζεται ἐπί τῇ ὑποθέσει ὅτι τά ἄκρα τῶν ὀρθοστατῶν ὑποστηρίζονται ἐλευθέρως. Πάντως ἐάν μία Ἀρχή ἱκανοποιηθῇ ὅτι οἱασδήποτε βαθμός ὑποτεθείσης στηρίξεως θά ἐπιτευχθῇ ἐν τῇ πράξει, δυνατόν νά ληφθῇ ὑπ' ὄψιν οἱαδήποτε ἔκπτωσις τῆς μεγίστης ροπῆς κάμψεως ἥτις θά παρουσιασθῇ ἐξ οἱουδήποτε βαθμοῦ στερεότητος ὅστις θά προβλέπεται εἰς τά ἄκρα τῶν ὀρθοστατῶν.

(ε) *Σύνθετα τμήματα*

Ὅτε ὀρθοστάται, συνδέται ἤ οἱαδήποτε ἕτερα μέλη ἐνδυναμώσεως σχηματίζονται ἀπό δύο κεχωρισμένα τμήματα, ἕκαστον τοποθετημένον ἐφ' ἑκάστης πλευρᾶς τοῦ διαφράγματος καί συνδεδεμένων μεταξύ των διά κοχλιῶν εἰς ἐπαρκῆ μεταξύ των διαστήματα, ἡ ἐνεργός ροπή ἀντιστάσεως τμήματος δέον ὅπως λαμβάνεται ὡς τό ἄθροισμα τῶν δύο ροπῶν τῶν χωριστῶν τμημάτων.

(στ) *Τμηματικόν διάφραγμα*

Ὅτε τά διαφράγματα δέν ἐπεκτείνονται καθ' ὅλον τό βάθος τοῦ κύτους, ταῦτα καί οἱ ὀρθοστάται των δέον ὅπως ὑποστηρίζωνται ἤ ἵστανται κατά τρόπον τοὐλάχιστον ἴσης ἀποτελεσματικότητος πρός ἐκεῖνα ἅτινα ἐκτείνονται εἰς ὁλόκληρον τό βάθος τοῦ κύτους.

(Β) ΔΙΑΦΡΑΓΜΑΤΑ ΦΟΡΤΙΖΟΜΕΝΑ ΕΞ ΑΜΦΟΤΕΡΩΝ ΤΩΝ ΠΛΕΥΡΩΝ

(α) *Κινητά διαφράγματα*

(ι) Τά κινητά διαφράγματα δέον ὅπως ἔχουν πάχος οὐχί ὀλιγώτερον τῶν 50 χιλ/τρων (mm) καί ἔχουν τοποθετηθῇ ὥστε νά εἶναι σιτοστεγῆ καί ὅπου εἶναι ἀναγκαῖον νά ὑποβαστάζωνται ὑπό ὀρθοστατῶν.

(ιι) Ἡ μεγίστη ἀπόστασις μεταξύ δύο στηριγμάτων κινητῶν διαφραγμάτων διαφόρων παχῶν δέον ὅπως εἶναι ἡ ἑξῆς:

Πάχος	*Μεγίστη ἀπόστασις*
50 mm	2,5 μέτρα
60 mm	3,0 μέτρα
70 mm	3,5 μέτρα
80 mm	4,0 μέτρα

Ἐάν πάχη μεγαλύτερα τῶν ἀνωτέρω προβλέπωνται, ἡ μεγίστη ἀπόστασις μεταξύ δύο στηριγμάτων θά αὐξάνεται κατά τρόπον εὐθέως ἀνάλογον μέ τήν αὔξησιν τοῦ πάχους.

(ιιι) Τά ἄκρα ὅλων τῶν κινητῶν διαφραγμάτων δέον ὅπως εἶναι ἐνθυλακωμένα ἐντός θυλάκων μήκους τοὐλάχιστον 75 mm.

(β) *Ἕτερα ὑλικά*

Διαφράγματα σχηματισθέντα διά τῆς χρησιμοποιήσεως ἑτέρων ὑλικῶν πλήν τοῦ ξύλου δέον ὅπως ἔχουν ἀντοχήν τοὐλάχιστον ἰσοδύναμον πρός τήν ἀπαιτουμένην διά τά κινητά διαφράγματα τῆς παραγράφου (α) τοῦ παρόντος Ὑπό-Τμήματος.

(γ) *Ὀρθοστάται*

(ι) Χαλύβδινοι ὀρθοστάται χρησιμοποιούμενοι ἵνα ὑποστηρίζουν διαφράγματα μέ φόρτωσιν ἐπ' ἀμφοτέρων τῶν πλευρῶν, δέον ὅπως ἔχουν ροπήν ἀντιστάσεως διδομένην ὑπό τοῦ τύπου:

$$W = \alpha \cdot W_1$$

Ἔνθα:

W = ροπή ἀντιστάσεως εἰς cm^3.

α = ὁριζόντια ἀπόστασις μεταξύ δύο διαδοχικῶν ὀρθοστατῶν εἰς μέτρα.

Ἡ ροπή ἀντιστάσεως ἀνά μέτρον ἀποστάσεως W_1, δέον ὅπως μή εἶναι μικροτέρα τῆς διδομένης ἐκ τοῦ τύπου:

$W_1 = 14{,}8\ (h_1 - 1{,}2)\ cm^3$ ἀνά μέτρον.

Ἔνθα:

h_1 εἶναι τό κατακόρυφον μή ὑποβασταζόμενον τμῆμα εἰς μέτρα καί δέον ὅπως λαμβάνεται ὡς ἡ μεγίστη τιμή τῆς ἀποστάσεως μεταξύ δύο γειτονικῶν στηριγμάτων ἤ μεταξύ τοῦ στηρίγματος ἤ ἑκατέρου τῶν ἄκρων τοῦ ὀρθοστάτου. Ὅτε ἡ ἀπόστασις αὕτη εἶναι μικροτέρα τῶν 2,4 μέτρων ἡ ἀντίστοιχος ροπή δέον ὅπως ὑπολογίζεται ὡς ἐάν ἡ πραγματική τιμή νά ἦτο 2,4 μέτρα.

(ιι) Αἱ ροπαί ἀντιστάσεως τῶν ξυλίνων ὀρθοστατῶν θά καθορίζωνται διά τοῦ πολλαπλασιασμοῦ τῶν ἀντιστοίχων ροπῶν τῶν χαλυβδίνων ὀρθοστατῶν ἐπί 12,5. Ἐάν χρησιμοποιοῦνται ἕτερα ὑλικά, αἱ ροπαί των δέον ὅπως εἶναι τοὐλάχιστον αἱ ἀπαιτούμεναι διά χάλυβα, ηὐξημέναι κατά τόν λόγον τῶν ἐπιτρεπομένων τάσεων διά τόν χάλυβα πρός τάς τοῦ χρησιμοποιουμένου ὑλικοῦ. Εἰς τάς περιπτώσεις ταύτας, δέον ὅπως καταβάλλεται προσοχή ἐπίσης, εἰς τήν σχετικήν ἀκαμψίαν ἑκάστου ὀρθοστάτου πρός βεβαίωσιν ὅτι ἡ ἀπόκλισις δέν εἶναι ὑπερβολική.

(ιιι) Ἡ ὁριζόντιος ἀπόστασις μεταξύ τῶν ὀρθοστατῶν, δέον ὅπως εἶναι τοιαύτη ὥστε τά μή ὑποβασταζόμενα τμήματα τῶν κινητῶν διαφραγμάτων δέν ὑπερβαίνουν εἰς μῆκος τήν μεγίστην ἀπόστασιν μεταξύ τῶν ὀρθοστατῶν ἥτις καθορίζεται εἰς τό ἐδάφιον (ιι) τῆς παραγράφου (α) τοῦ παρόντος Ὑπό-Τμήματος.

(δ) *Στηρίγματα (δοκοί)*

(ι) Ξύλινα στηρίγματα, ὅτε χρησιμοποιοῦνται, δέον ὅπως ἀποτελοῦνται ἐξ ἑνός μόνον τεμαχίου καί δέον ὅπως εἶναι ἀσφαλῶς τοποθετημένα ἐφ' ἑκάστου ἄκρου καί ὑπό κλίσιν ὡς πρός τήν μόνιμον κατασκευήν τοῦ πλοίου, πλήν ὅμως δέν θά ἄγωνται κατ' εὐθείας πρός τά πλευρικά ἐλάσματα τοῦ πλοίου.

(ιι) Βάσει τῶν προϋποθέσεων τῶν ἐδαφίων (ιιι) καί (ιν) κατωτέρω, τό ἐλάχιστον μέγεθος τῶν ξυλίνων στηριγμάτων (δοκῶν) δέον ὅπως εἶναι ὡς ἀκολούθως.

Μῆκος τοῦ στηρίγματος εἰς μέτρα	*'Ορθογώνιος τομή εἰς*	*Διάμετρος κυκλικῆς (δοκοῦ) εἰς*
	mm	mm
Μέχρι 3 μέτρα	150 × 100	140
'Από 3 ἕως 5 μέτρα	150 × 150	165
'Από 5 ἕως 6 μέτρα	150 × 150	180
'Από 6 ἕως 7 μέτρα	200 × 150	190
'Από 7 ἕως 8 μέτρα	200 × 150	200
"Ανω τῶν 8 μέτρων	200 × 150	215

Στηρίγματα μήκους ἀπό 7 μέτρων καί ἄνω δέον ὅπως γεφυροῦνται ἀσφαλῶς περίπου εἰς τό μέσον τοῦ μήκους.

(ιιι) "Οτε ἡ ὁριζόντιος ἀπόστασις μεταξύ τῶν ὀρθοστατῶν διαφέρει οὐσιωδῶς ἀπό τά 4 μέτρα, αἱ ροπαί ἀδρανείας τῶν στηριγμάτων δύνανται νά ἀλλάξουν κατ' εὐθεῖαν ἀναλογίαν.

(ιν) "Οτε ἡ γωνία τοῦ στηρίγματος (δοκοῦ) ὡς πρός τό ὁριζόντιον ὑπερβαίνει τάς 10 μοίρας τό ἑπόμενον μεγαλύτερον στήριγμα πρός τό ἀπαιτούμενον ὑπό τῆς ὑποπαραγράφου (ιι) τῆς παρούσης παραγράφου, δέον ὅπως τοποθετῆται, ἀφοῦ ληφθῆ ὑπ' ὄψιν ὅτι εἰς οὐδεμίαν περίπτωσιν ἡ γωνία μεταξύ οἱουδήποτε στηρίγματος καί τοῦ ὁριζοντίου ἐπιπέδου θά ὑπερβαίνη τάς 45 μοίρας.

(ε) *'Εντατῆρες*

"Οτε χρησιμοποιοῦνται ἐντατῆρες διά νά συγκρατήσουν διαφράγματα μέ φόρτωσιν ἐπ' ἀμφοτέρων τῶν πλευρῶν, δέον ὅπως τοποθετῶνται ὁριζοντίως ἤ ὅσον πλησιέστερον πρός τό ὁριζόντιον εἶναι πρακτικῶς δυνατόν, καλῶς ἠσφαλισμένοι εἰς ἕκαστον ἄκρον καί ἀποτελούμενοι ἐκ χαλυβδίνου συρματοσχοίνου. Τά μεγέθη τῶν συρματοσχοίνων δέον ὅπως καθορίζωνται ἐπί τῇ ὑποθέσει ὅτι τά διαφράγματα καί ὁ ὀρθοστάτης τά ὁποῖα ὁ ἐντατήρ ὑποστηρίζει εἶναι φορτωμένα ὁμοιομόρφως εἰς 500 χιλιογρ./m^2. Τό φορτίον ἐργασίας ὑποτιθέμενον κατά τά ἀνωτέρω, δέον ὅπως μή ὑπερβαίνῃ τό ἕν τρίτον τοῦ φορτίου θραύσεως αὐτοῦ.

(Γ) ΔΙΑΦΡΑΓΜΑΤΑ ΦΟΡΤΙΖΟΜΕΝΑ ΕΚ ΤΗΣ ΜΙΑΣ ΠΛΕΥΡΑΣ ΜΟΝΟΝ

(α) *Διαμήκη διαφράγματα*

Τό φορτίον εἰς χιλιόγραμμα ἀνά μέτρον μήκους διαφράγματος δέον ὅπως λαμβάνεται ὅτι εἶναι τό ἀκόλουθον:

ΠΙΝΑΞ Ι[1]

h (m)	B (m) 2	3	4	5	6	7	8	10
1.5	850	900	1010	1225	1500	1770	2060	2645
2.0	1390	1505	1710	1985	2295	2605	2930	3590
2.5	1985	2160	2430	2740	3090	3435	3800	4535
3.0	2615	2845	3150	3500	3885	4270	4670	5480
3.5	3245	3525	3870	4255	4680	5100	5540	6425
4.0	3890	4210	4590	5015	5475	5935	6410	7370
4.5	4535	4890	5310	5770	6270	6765	7280	8315
5.0	5185	5570	6030	6530	7065	7600	8150	9260
6.0	6475	6935	7470	8045	8655	9265	9890	11150
7.0	7765	8300	8910	9560	10245	10930	11630	13040
8.0	9055	9665	10350	11075	11835	12595	13370	14930
9.0	10345	11030	11790	12590	13425	14260	15110	16820
10.0	11635	12395	13230	14105	15015	15925	16850	18710

h = "Υψος σιτηρῶν εἰς μέτρα ἐκ τοῦ κατωτάτου σημείου τοῦ διαφράγματος[2]
B = 'Εγκαρσία ἔκτασις τῶν χύδην σιτηρῶν εἰς μέτρα

Δι' ἑτέρας τιμάς τοῦ h ἤ B, τά φορτία δέον ὅπως ὑπολογίζωνται διά γραμμικῆς παρεμβολῆς ἤ ὑπερβολῆς ὡς εἶναι ἀναγκαῖον.

1 Πρός τόν σκοπόν ὅπως μετατραποῦν τά ἀνωτέρω φορτία εἰς 'Αγγλικάς μονάδας (τόννοι/πόδες), 1 χιλιογρ. ἀνά μέτρον μήκους δέον ὅπως λαμβάνεται ὅτι εἶναι ἰσοδύναμον πρός 0,0003 τόννους ἀνά πόδα μήκους

2 "Οτε ἡ ἀπόστασις ἐκ τοῦ διαφράγματος ἕως ἐν τροφοδοτικόν στόμιον ἤ στόμιον κύτους εἶναι ἕν μέτρον ἤ ὀλιγώτερον τό ὕψος - h - δέον ὅπως λαμβάνεται εἰς τό ἐπίπεδον τῶν σιτηρῶν ἐντός τοῦ στομίου τούτου ἤ τοῦ τροφοδοτικοῦ στομίου. Εἰς ἁπάσας τάς λοιπάς περιπτώσεις τό ὕψος δέον ὅπως λαμβάνεται ἐκ τοῦ ὑπερκειμένου καταστρώματος εἰς τήν περιοχήν τοῦ διαφράγματος.

(β) *Ἐγκάρσια διαφράγματα*

Τό φορτίον εἰς χιλιόγραμμα ἀνά μέτρον μήκους τῶν διαφραγμάτων δέον ὅπως λαμβάνεται ὅτι εἶναι τό ἀκόλουθον:

ΠΙΝΑΞ II[1]

L (m)

h (m)	2	3	4	5	6	7	8	10	12	14	16
1.5	670	690	730	780	835	890	935	1000	1040	1050	1050
2.0	1040	1100	1170	1245	1325	1400	1470	1575	1640	1660	1660
2.5	1460	1565	1675	1780	1880	1980	2075	2210	2285	2305	2305
3.0	1925	2065	2205	2340	2470	2590	2695	2845	2925	2950	2950
3.5	2425	2605	2770	2930	3075	3205	3320	3480	3570	3595	3595
4.0	2950	3160	3355	3535	3690	3830	3950	4120	4210	4235	4240
4.5	3495	3725	3940	4130	4295	4440	4565	4750	4850	4880	4885
5.0	4050	4305	4535	4735	4910	5060	5190	5385	5490	5525	5530
6.0	5175	5465	5720	5945	6135	6300	6445	6655	6775	6815	6825
7.0	6300	6620	6905	7150	7365	7445	7700	7930	8055	8105	8115
8.0	7425	7780	8090	8360	8590	8685	8950	9200	9340	9395	9410
9.0	8550	8935	9275	9565	9820	9930	10205	10475	10620	10685	10705
10.0	9680	10095	10460	10770	11045	11270	11460	11745	11905	11975	11997

h = Ὕψος τῶν σιτηρῶν εἰς μέτρα ἐκ τοῦ κατωτάτου σημείου τοῦ διαφράγματος[2]
L = Διαμήκης ἔκτασις τῶν χύδην σιτηρῶν εἰς μέτρα

Δι' ἑτέρας τιμάς h ἤ L τά φορτία δέον ὅπως ὑπολογίζωνται διά γραμμικῆς παρεμβολῆς ἤ ὑπερβολῆς ἐάν εἶναι ἀναγκαῖον.

(γ) *Κατακόρυφος κατανομή τῶν φορτίων*

Τό συνολικόν φορτίον, ἀνά μονάδα μήκους τῶν διαφραγμάτων τό ἐμφαινόμενον εἰς τούς Πίνακας I καί II ἀνωτέρω, δύναται, ἐάν θεωρηθῆ ἀναγκαῖον, νά ὑποτεθῆ ὅτι ἔχει τραπεζοειδῆ κατανομήν καθ' ὕψος. Εἰς τοιαύτας περιπτώσεις τά φορτία ἀντιδράσεως ἐπί τῶν ἀνωτέρων καί κατωτέρων ἄκρων ἑνός κατακορύφου μέλους ἤ ὀρθοστάτου δέν εἶναι ἴσα. Τά φορτία ἀντιδράσεως ἐπί τοῦ ἀνωτέρου ἄκρου, ἐκπεφρασμένα, ὡς ποσοστά τοῦ συνολικοῦ φορτίου τό ὁποῖον ὑποστηρίζεται ὑπό τοῦ κατακορύφου μέλους ἤ ὀρθοστάτου, δέον ὅπως λαμβάνωνται ἐκ τῶν πινάκων III καί IV κατωτέρω.

ΠΙΝΑΞ III

ΔΙΑΜΗΚΗ ΔΙΑΦΡΑΓΜΑΤΑ ΦΟΡΤΙΖΟΜΕΝΑ ΕΚ ΤΗΣ ΜΙΑΣ ΠΛΕΥΡΑΣ ΜΟΝΟΝ

Ἀντίδρασις ἑδράσεως εἰς τό ἀνώτερον ἄκρον τοῦ ὀρθοστάτου ἐκπεφρασμένη εἰς ποσοστά τοῦ φορτίου (Πίναξ I)

B (m)

h (m)	2	3	4	5	6	7	8	10
1.5	43.3	45.1	45.9	46.2	46.2	46.2	46.2	46.2
2	44.5	46.7	47.6	47.8	47.8	47.8	47.8	47.8
2.5	45.4	47.6	48.6	48.8	48.8	48.8	48.8	48.8
3	46.0	48.3	49.2	49.4	49.4	49.4	49.4	49.4
3.5	46.5	48.8	49.7	49.8	49.8	49.8	49.8	49.8
4	47.0	49.1	49.9	50.1	50.1	50.1	50.1	50.1
4.5	47.4	49.4	50.1	50.2	50.2	50.2	50.2	50.2
5	47.7	49.4	50.1	50.2	50.2	50.2	50.2	50.2
6	47.9	49.5	50.1	50.2	50.2	50.2	50.2	50.2
7	47.9	49.5	50.1	50.2	50.2	50.2	50.2	50.2
8	47.9	49.5	50.1	50.2	50.2	50.2	50.2	50.2
9	47.9	49.5	50.1	50.2	50.2	50.2	50.2	50.2
10	47.9	49.5	50.1	50.2	50.2	50.2	50.2	50.2

B = Ἐγκαρσία ἔκτασις τῶν χύδην σιτηρῶν εἰς μέτρα

Δι' ἑτέρας τιμάς h ἤ B τά φορτία ἀντιδράσεως θά εὑρίσκωνται δι' εὐθείας παρεμβολῆς ἤ ὑπερβολῆς, ὡς εἶναι ἀναγκαῖον.

1 Πρός τόν σκοπόν ὅπως μετατραποῦν τά ἀνωτέρω φορτία εἰς Ἀγγλικάς μονάδας (τόννοι/πόδες), 1 χιλιογρ. ἀνά μέτρον μήκους, δέον ὅπως λαμβάνεται ὅτι εἶναι ἰσοδύναμον πρός 0.0003 τόννους ἀνά πόδα μήκους.

2 Ὅτε ἡ ἀπόστασις ἐκ τοῦ διαφράγματος ἕως ἕν τροφοδοτικόν στόμιον κύτους εἶναι ἕν μέτρον ἤ ὀλιγώτερον, τό ὕψος - h - δέον ὅπως λαμβάνεται εἰς τό ἐπίπεδον τῶν σιτηρῶν ἐντός τοῦ στομίου τούτου ἤ τοῦ τροφοδοτικοῦ στομίου. Εἰς ἁπάσας τάς λοιπάς περιπτώσεις τό ὕψος δέον ὅπως λαμβάνεται ἐκ τοῦ ὑπερκειμένου καταστρώματος, εἰς τήν περιοχήν τοῦ διαφράγματος.

ΠΙΝΑΞ IV

ΕΓΚΑΡΣΙΑ ΔΙΑΦΡΑΓΜΑΤΑ ΦΟΡΤΙΖΟΜΕΝΑ ΕΚ ΤΗΣ ΜΙΑΣ ΠΛΕΥΡΑΣ ΜΟΝΟΝ

Ἀντίδρασις ἐδράσεως εἰς τό ἀνώτερον ἄκρον τοῦ ὀρθοστάτου ἐκπεφρασμένη εἰς κοσοστα τοῦ φορτίου (Πίναξ ΙΙ)

h (m)	L (m) 2	3	4	5	6	7	8	10	12	14	16
1.5	37.3	38.7	39.7	40.6	41.4	42.1	42.6	43.6	44.3	44.8	45.0
2	39.6	40.6	41.4	42.1	42.7	43.1	43.6	44.3	44.7	45.0	45.2
2.5	41.0	41.8	42.5	43.0	43.5	43.8	44.2	44.7	45.0	45.2	45.2
3	42.1	42.8	43.3	43.8	44.2	44.5	44.7	45.0	45.2	45.3	45.3
3.5	42.9	43.5	43.9	44.3	44.6	44.8	45.0	45.2	45.3	45.3	45.3
4	43.5	44.0	44.4	44.7	44.9	45.0	45.2	45.4	45.4	45.4	45.4
5	43.9	44.3	44.6	44.8	45.0	45.2	45.3	45.5	45.5	45.5	45.5
6	44.2	44.5	44.8	45.0	45.2	45.3	45.4	45.6	45.6	45.6	45.6
7	44.3	44.6	44.9	45.1	45.3	45.4	45.5	45.6	45.6	45.6	45.6
8	44.3	44.6	44.9	45.1	45.3	45.4	45.5	45.6	45.6	45.6	45.6
9	44.3	44.6	44.9	45.1	45.3	45.4	45.5	45.6	45.6	45.6	45.6
10	44.3	44.6	44.9	45.1	45.3	45.4	45.5	45.6	45.6	45.6	45.6

L = Διαμήκης ἔκτασις τῶν χύδην σιτηρῶν εἰς μέτρα

Δι' ἑτέρας τιμάς h ἤ L τά φορτία ἀντιδράσεως θά εὑρίσκωνται δι' εὐθείας παρεμβολῆς ἤ ὑπερβολῆς ὡς εἶναι ἀναγκαῖον.

Ἡ ἀντοχή τῶν ἀκραίων συνδέσεων τοιούτων κατακορύφων μελῶν ἤ ὀρθοστατῶν δύναται νά ὑπολογισθῇ μέ βάσιν τό μέγιστον φορτίον τό ὁποῖον εἶναι πιθανόν νά ἐπιπέσῃ εἰς ἑκάτερον ἄκρον. Τά φορτία ταῦτα ἔχουν ὡς ἀκολούθως:

Διαμήκη διαφράγματα

Μέγιστον φορτίον εἰς τήν κορυφήν .... 50 ο/ο τοῦ καταλλήλου ὁλικοῦ φορτίου ἐκ τοῦ Πίνακος I

Μέγιστον φορτίον εἰς τήν βάσιν ...... 55 ο/ο τοῦ καταλλήλου ὁλικοῦ φορτίου ἐκ τοῦ Πίνακος I.

Ἐγκάρσια διαφράγματα

Μέγιστον φορτίον εἰς τήν κορυφήν .... 45 ο/ο τοῦ καταλλήλου ὁλικοῦ φορτίου ἐκ τοῦ Πίνακος II.

Μέγιστον φορτίον εἰς τήν βάσιν ...... 60 ο/ο τοῦ καταλλήλου ὁλικοῦ φορτίου ἐκ τοῦ Πίνακος II.

Τό πάχος τῶν ὁριζοντίων ξυλίνων σανίδων δύναται ἐπίσης νά ὑπολογισθῇ ἐν σχέσει πρός τήν κατακόρυφον κατανομήν τῆς φορτώσεως ἥτις παρίσταται εἰς τούς Πίνακας III καί IV ἀνωτέρω καί εἰς τάς περιπτώσεις ταύτας,

$$t = 10a\sqrt{\frac{p \times k}{h \times 213.3}}$$

Ἔνθα:

t = πάχος τῆς σανίδος εἰς χιλ/τρα (mm)

a = ὁριζόντιον μή ὑποβασταζόμενον τμῆμα τῆς σανίδος, π.χ. ἀπόστασις μεταξύ τῶν ὀρθοστατῶν εἰς μέτρα

h = κατακόρυφος ἀπόστασις μεταξύ κατωτάτης ἀκμῆς τοῦ διαφράγματος καί ἐπιφανείας σιτηρῶν εἰς μέτρα (m)

p = ὁλικόν φορτίον ἀνά μονάδα μήκους ἐξαγόμενον ἐκ τοῦ Πίνακος I ἤ II εἰς χιλιόγραμμα

k = συντελεστής ἐξαρτώμενος ἐκ τῆς κατακορύφου κατανομῆς τῆς φορτώσεως.

Ὅτε ἡ κατακόρυφος κατανομή τῆς φορτώσεως ὑποτίθεται ὅτι εἶναι ὁμοιόμορφος π.χ. ὀρθογώνιον παραλληλόγραμμον. k δέον ὅπως λαμβάνεται ὡς ἴσον πρός 1.0. Διά τραπεζοειδῆ κατανομήν,

$$k = 1.0 + 0.06(50 - R)$$

Ἔνθα:

R = ἡ ἀντίδρασις ἐδράσεως τοῦ ἀνωτέρου ἄκρου ἡ προκύπτουσα ἐκ τῶν Πινάκων III ἤ IV.

(δ) *Ἐντατῆρες ἤ Δοκοί*

Τά μεγέθη τῶν ἐντατήρων καί δοκῶν, δέον ὅπως ὑπολογίζωνται οὕτως ὥστε τά ἐξαγόμενα φορτία ἐκ τῶν Πινάκων I καί II εἰς τάς προηγουμένας παραγράφους *(α)* καί *(β)* μή ὑπερβαίνουν τό ἕν τρίτον τοῦ φορτίου θραύσεως.

(Δ) ΛΕΚΑΝΑΙ

Ὅτε χρησιμοποιεῖται λεκάνη ἵνα μειωθῶσιν αἱ ῥοπαί κλίσεως εἰς ἕν πλῆρες διαμέρισμα, τό βάθος της, μετρούμενον ἐκ τῆς βάσεως τῆς λεκάνης ἕως τήν γραμμήν καταστρώματος, δέον ὅπως εἶναι ὡς ἀκολούθως:

Διά πλοῖα πλάτους ἐσωτερικῶς τῶν ἐλασμάτων ἕως 9,1 μέτρα, οὐχί ὀλιγώτερον ἀπό 1,2 μέτρα.

Διά πλοῖα πλάτους ἐσωτερικῶς τῶν ἐλασμάτων ἕως 18,3 μέτρα, οὐχί ὀλιγώτερον ἀπό 1,8 μέτρα.

Διά πλοῖα πλάτους μεταξύ 9,1 μέτρων καί 18,3 μέτρων, τό ἐλάχιστον βάθος τῆς λεκάνης δέον ὅπως ὑπολογίζεται διά παρεμβολῆς.

Ἡ κορυφή (στόμιον) τῆς λεκάνης δέον ὅπως σχηματίζεται ὑπό τῆς ὑπό τό κατάστρωμα κατασκευῆς εἰς τήν περιοχήν τοῦ στομίου κύτους, π.χ. πλευρικῶν σταθμίδων ἤ τοιχωμάτων καί ἐγκαρσίων ζυγῶν τοῦ στομίου κύτους. Ἡ λεκάνη καί τό ἄνωθεν αὐτῆς στόμιον κύτους, δέον ὅπως εἶναι ἀπολύτως πεπληρωμένα διά σιτηρῶν εἰς σάκκους ἤ ἑτέρου καταλλήλου φορτίου διευθετημένου ἐπί διαχωριστικοῦ ὑφάσματος ἤ ἰσοδυνά-

μου του καί ἐστοιβαγμένου στερεῶς ἐπί τῶν γειτνιαζόντων κατασκευαστικῶν μελῶν καί τῶν φορητῶν ζυγῶν ἐάν τά τελευταῖα εἶναι εἰς τήν θέσιν των.

(Ε) ΣΧΗΜΑΤΙΣΜΟΣ ΔΕΜΑΤΩΝ ΣΙΤΗΡΩΝ ΧΥΔΗΝ

'Εναλλακτικῶς τῆς πληρώσεως τῆς λεκάνης διά σιτηρῶν εἰς σάκκους ἤ ἑτέρου καταλλήλου φορτίου δύναται νά χρησιμοποιηθῇ δέμα ἐκ σιτηρῶν χύδην ὑπό τήν προϋπόθεσιν ὅτι:

(α) 'Η λεκάνη σχηματίζεται ὑπό ὑλικοῦ (ὑφάσματος) ἐγκεκριμμένου ὑπό τῆς 'Αρχῆς ἔχοντος ἀντοχήν ἐφελκυσμοῦ οὐχί μικροτέραν τῶν 274 χιλιογράμμων ἐπί λωρίδος πάχους 5 ἑκατ/τρων καί ἐφωδιασμένον διά καταλλήλων μέσων ἀσφαλίσεως εἰς τήν κορυφήν.

(β) 'Εναλλακτικῶς πρός τήν παράγραφον (α) ἀνωτέρω ὑλικόν ἐγκεκριμμένον ὑπό τῆς 'Αρχῆς ἔχον ἀντοχήν ἐφελκυσμοῦ οὐχί μικροτέραν τῶν 137 χιλιογράμμων ἐπί λωρίδος 5 ἑκατ/τρων, δύναται νά χρησιμοποιηθῇ ἐάν ἡ λεκάνη κατασκευάζεται ὡς κατωτέρω:

Λωρίδες ἐκ τῆς μιᾶς πλευρᾶς τοῦ πλοίου εἰς τήν ἑτέραν ἐγκεκριμμέναι ὑπό τῆς 'Αρχῆς θά τοποθετῶνται ἐσωτερικῶς τῆς λεκάνης σχηματιζόμεναι ἐντός τῶν χύδην σιτηρῶν κατά διαστήματα οὐχί μεγαλύτερα τῶν 2,4 μέτρων. Αἱ λωρίδες αὗται θά εἶναι ἐπαρκοῦς μήκους ἵνα ἐπιτρέπουν τήν ἔχμασιν στερεῶς καί τήν ἀσφάλισίν των εἰς τήν κορυφήν τῆς λεκάνης.

Ξύλιναι σανίδες πάχους οὐχί μικροτέρου τῶν 25 χιλ/τρων (mm) ἤ ἐξ ἄλλου καταλλήλου ὑλικοῦ ἴσης ἀντοχῆς καί εὔρους μεταξύ 150 καί 300 χιλ/τρων (mm) θά τοποθετοῦνται πρός πρῷραν καί πρός πρύμναν τῶν τοιούτων λωρίδων ἵνα προλαμβάνεται ἡ θραῦσις ἤ φθορά ἐκ τριβῆς τοῦ ὑλικοῦ (ὑφάσματος) τό ὁποῖον θά τοποθετεῖται ἐκεῖσε ἵνα σχηματίσῃ τήν λεκάνην.

(γ) 'Η λεκάνη θά πληροῦται διά σιτηρῶν χύδην καί θά ἀσφαλίζεται εἰς τήν κορυφήν, ἐκτός τῆς περιπτώσεως χρησιμοποιήσεως ὑλικοῦ ἐγκεκριμμένου κατά τά ἐν τῇ ἀνωτέρω παραγράφῳ (β) διαλαμβανόμενα, κατά τήν ὁποίαν ἀπαιτοῦνται πλείονες ξύλιναι σανίδες πρός τοποθέτησίν των εἰς τήν κορυφήν μετά τήν ἐπικάλυψιν διά τοῦ ὑλικοῦ (ὑφάσματος) τῆς λεκάνης καί πρό τῆς ἀσφαλίσεως αὐτῆς διά τῆς ἐχμάσεως τῶν λωρίδων.

(δ) 'Εάν χρησιμοποιοῦνται πλείονα τοῦ ἑνός τεμάχια ὑφάσματος ἵνα σχηματίσουν τήν λεκάνην θά συνδέωνται εἰς τήν βάσιν εἴτε διά ραφῆς εἴτε διά διπλῆς ἐπικαλύψεως.

(ε) 'Η κορυφή τῆς λεκάνης θά συμπίπτῃ μετά τῶν βάσεων τῶν δοκῶν ὅτε αὗται τοποθετηθοῦν εἰς τήν θέσιν των καί κατάλληλον γενικόν φορτίον ἤ χύδην σιτηρά δύνανται νά τοποθετηθοῦν μεταξύ τῶν δοκῶν εἰς τήν κορυφήν τῆς λεκάνης.

(ΣΤ) ΑΣΦΑΛΙΣΙΣ ΤΩΝ ΣΤΟΜΙΩΝ ΚΥΤΩΝ ΤΩΝ ΠΛΗΡΩΝ ΔΙΑΜΕΡΙΣΜΑΤΩΝ

'Εάν δέν ὑφίσταται φορτίον χύδην σιτηρῶν ἤ ἕτερον τοιοῦτον ὑπεράνω ἑνός «πλήρους διαμερίσματος», τά καλύμματα στομίων κυτῶν θά ἀσφαλίζωνται συμφώνως πρός ἕνα ἐγκεκριμμένον τρόπον λαμβανομένου ὑπ' ὄψιν τοῦ βάρους καί τῶν μονίμων διατάξεων αἵτινες προβλέπονται ἵνα ἀσφαλίζωνται τά τοιαῦτα καλύμματα.

Αἱ ἔγγραφοι ἐξουσιοδοτήσεις αἱ ἐκδοθεῖσαι συμφώνως πρός τόν Κανονισμόν 10 τοῦ παρόντος Κεφαλαίου θά περιλαμβάνουν μνείαν τοῦ τρόπου ἀσφαλίσεως ὅστις ἐθεωρήθη ἀναγκαῖος ὑπό τῆς 'Αρχῆς ἥτις ἐξέδοσεν τά ὡς ἄνω ἔγγραφα.

ΤΜΗΜΑ ΙΙ — ΑΣΦΑΛΙΣΙΣ ΤΩΝ ΜΕΡΙΚΩΣ ΠΕΠΛΗΡΩΜΕΝΩΝ ΔΙΑΜΕΡΙΣΜΑΤΩΝ

(Α) ΛΩΡΙΔΕΣ Η ΣΥΡΜΑΤΟΣΧΟΙΝΑ

(α) Ὅτε, πρός τόν σκοπόν τῆς ἐξουδετερώσεως τῶν ροπῶν κλίσεως, ἐντός μερικῶς πεπληρωμένων διαμερισμάτων, χρησιμοποιοῦνται λωρίδες ἤ συρματόσχοινα ἡ ἀσφάλισις δέον ὅπως πραγματοποιεῖται ὡς ἀκολούθως:

(ι) Τά σιτηρά δέον ὅπως διευθετῶνται καί ὁριζοντιοῦνται ὥστε ἡ ἐπιφάνειά των νά ἔχῃ λίαν μικράν λοφοειδῆ κυρτότητα καί νά εἶναι κεκαλυμμένα διά διαχωριστικοῦ ὑφάσματος ἐκ λινάτσας, ὀθόνης ἤ ἑτέρου ἰσοδυνάμου.

(ιι) Αἱ ἀκμαί τῶν διαχωριστικῶν ὑφασμάτων ἤ καί τῶν ὀθονῶν δέον ὅπως ἀλληλοεπικαλύπτωνται τοὐλάχιστον κατά 1,8 μέτρα.

(ιιι) Δύο συμπαγῆ δάπεδα ἐκ σκληρᾶς ξυλείας πάχους 25 mm ἐπί 150 mm ἕως 300 mm δέον ὅπως εἶναι τοποθετημένα κατά τοιοῦτον τρόπον ὥστε ἡ ἄνω νά διήκῃ διαμήκως καί νά εἶναι καρφωμένη ἐπί τῆς κάτω ἥτις θά διήκῃ ἐγκαρσίως. 'Εναλλακτικῶς, ἕν συμπαγές δάπεδον ἐκ ξυλείας πάχους 50 mm διῆκον διαμήκως καί καρφωμένον ὑπεράνω φορέως πάχους 50 mm καί εὔρους οὐχί μικροτέρου τῶν 150 mm δύναται νά χρησιμοποιηθῇ. Οἱ κατώτεροι φορεῖς δέον ὅπως διήκουν καθ' ὅλον τό πλάτος τοῦ διαμερίσματος καί δέον ὅπως εἶναι τοποθετημένοι εἰς ἀπόστασιν μεταξύ των οὐχί μεγαλυτέραν τῶν 2,4 μέτρων. Διατάξεις αἵτινες θά συνίστανται ἐκ τῆς χρησιμοποιήσεως ἑτέρων ὑλικῶν καί θεωρούμεναι ὑπό τῆς 'Αρχῆς ὡς ἰσοδύναμοι πρός τάς ἀνωτέρω, δύνανται νά γίνουν ἀποδεκταί.

(ιν) Συρματόσχοινον μεγάλης ἀντοχῆς καί ἐφελκυσμοῦ (διαμέτρου 19 mm ἤ ἰσοδύναμον), διπλῆ χαλυβδίνη λωρίς (50 mm × 1,3 mm καί ἔχουσα φορτίον θραύσεως τοὐλάχιστον 5000 χλγρ.) ἤ ἄλυσσος ἰσοδυνάμου ἀντοχῆς ἕκαστον τῶν ὁποίων θά εἶναι συνδεδεμένον στερεῶς μέσῳ κοχλιωτῶν ἐντατήρων τῶν 32 mm, δύναται νά χρησιμοποιηθῇ διά τήν ἔχμασιν. Εἰς συσφιγκτήρ μετά στροφίου τύπου βαρούλκου χρησιμοποιούμενος ἐν συνδυασμῷ μέ βραχίονα ἀσφαλίσεως (κλειδώσεως) δύναται νά ἀντικαταστήσῃ τόν κοχλιωτόν ἐντατῆρα τῶν 32 mm ὅτε χαλυβδίνη λωρίς χρησιμοποιεῖται ὑπό τήν προϋπόθεσιν ὅτι κατάλληλοι κλεῖδες διατίθενται διά τήν σύσφιξιν ὡς εἶναι ἀπαραίτητον. Ὅτε χρησιμοποιεῖται χαλυβδίνη λωρίς, οὐχί ὀλιγώτερα τῶν τριῶν συνδετικῶν σφραγισμάτων δέον ὅπως χρησιμοποιῶνται διά τήν ἀσφάλισιν τῶν ἄκρων. Ὅτε χρησιμοποιεῖται συρματόσχοινον, τοὐλάχιστον τέσσαρες σφυγκτῆρες, δέον ὅπως χρησιμοποιῶνται διά νά σχηματισθῶσιν ἀγκῦλαι εἰς τάς ἐχμάσεις.

(ν) Πρό τῆς συμπληρώσεως τῆς φορτώσεως ἡ ἔχμασις δέον ὅπως συνδέεται θετικῶς μετά τῶν νομέων εἰς ἕν σημεῖον περίπου 450 mm κάτωθεν τῆς ὑπολογιζομένης τελικῆς ἐπιφανείας τῶν σιτηρῶν δι' ἀγκυλίου τῶν 25 mm ἤ ἁρπάγης δοκοῦ ἰσοδυνάμου ἀντοχῆς.

(νι) Αἱ ἐχμάσεις δέον ὅπως τοποθετῶνται εἰς ἀπόστασιν μεταξύ των οὐχί μεγαλυτέραν τῶν 2,4 μέτρων καί ἑκάστη δέον ὅπως ὑποστηρίζεται διά μιᾶς βάσεως ἥτις εἶναι καρφωμένη ὑπεράνω τῆς κορυφῆς τῆς διαμήκους ὀροφῆς. 'Η βάσις δέον ὅπως συνίσταται ἐκ ξυλείας πάχους τοὐλάχιστον 25 mm × 150 mm ἤ ἰσοδυνάμου πρός τοῦτο καί δέον ὅπως διήκῃ καθ' ὅλον τό πλάτος τοῦ κύτους.

(νιι) Κατά τήν διάρκειαν τοῦ ταξειδίου ἡ ἀσφάλισις διά τῶν λωρίδων θά ἐπιθεωρεῖται τακτικῶς καί θά ἀποκαθίσταται εἰς περιπτώσεις πού θεωρεῖται ἀναγκαῖον.

(Β) ΔΙΑΤΑΞΕΙΣ ΥΠΕΡΦΟΡΤΩΣΕΩΣ

Όπου σιτηρά είς σάκκους ή έτερον κατάλληλον φορτίον χρησιμοποιείται πρός τόν σκοπόν τής άσφαλίσεως «μερικώς πεπληρωμένων διαμερισμάτων», ή ελευθέρα έπιφάνεια τών σιτηρών δέον όπως καλύπτεται διά διαχωριστικού ύφάσματος ή ίσοδυνάμου ή ύπό ενός καταλλήλου δαπέδου. Τό τοιούτον δάπεδον δέον όπως συνίσταται έκ φορέων οΐτινες είναι τοποθετημένοι είς άπόστασιν μεταξύ των ούχί μεγαλυτέραν τών 1,2 μέτρων καί σανίδων πάχους 25 mm τοποθετημένων είς άπόστασιν μεταξύ των ούχί μεγαλυτέραν τών 100 mm. Τά δάπεδα δύνανται νά είναι κατεσκευασμένα ύπό ετέρων ύλικών ύπό τήν προϋπόθεσιν ότι ταύτα θεωρούνται ύπό μιάς Αρχής ότι είναι ίσοδύναμα.

(Γ) ΣΙΤΗΡΑ ΕΙΣ ΣΑΚΚΟΥΣ

Σιτηρά είς σάκκους, δέον όπως φέρωνται έντός σάκκων διατελούντων έν καλή καταστάσει, οΐτινες δέον όπως πληρούνται καλώς καί κλείωνται άσφαλώς.

ΚΕΦΑΛΑΙΟΝ VII

ΜΕΤΑΦΟΡΑ ΕΠΙΚΙΝΔΥΝΩΝ ΕΜΠΟΡΕΥΜΑΤΩΝ

Κανονισμός 1

Εφαρμογή

(α) Εκτός εάν άλλως ρητώς προβλέπεται, τό Κεφάλαιον τούτο έφαρμόζεται είς τήν μεταφοράν έπικινδύνων έμπορευμάτων έφ' όλων τών πλοίων είς τά όποία οί παρόντες Κανονισμοί έφαρμόζονται.

(β) Αί διατάξεις τού παρόντος Κεφαλαίου δέν έφαρμόζονται είς τά εφόδια καί είς τά ύλικά έξαρτισμού τού πλοίου ή είς τά ίδιαίτερα φορτία τά μεταφερόμενα επί πλοίων είδικώς κατεσκευασμένων ή έξ ολοκλήρου μετεσκευασμένων διά τόν σκοπόν τούτον, καθώς τά δεξαμενόπλοια.

(γ) Η μεταφορά έπικινδύνων έμπορευμάτων άπαγορεύεται, εκτός εάν έκτελήται συμφώνως πρός τάς διατάξεις τού παρόντος Κεφαλαίου.

(δ) Διά τήν συμπλήρωσιν τών διατάξεων τού παρόντος Κεφαλαίου, έκαστον Συμβαλλόμενον Κράτος θά έκδώση ή θά προκαλέση τήν έκδοσιν λεπτομερών όδηγιών διά τήν άσφαλή συσκευασίαν καί τήν στοιβασίαν ώρισμένων έπικινδύνων έμπορευμάτων ή κατηγοριών έπικινδύνων έμπορευμάτων, αί όποίαι όδηγίαι θά περιλαμβάνουν τάς άναγκαίας προφυλάξεις έν σχέσει πρός τά άλλα φορτία.

Κανονισμός 2

Κατάταξις

Τά έπικίνδυνα έμπορεύματα θά ύποδιαιρούνται είς τάς άκολούθους κλάσεις:

Κλάσις 1	- Εκρηκτικαί ύλαι
Κλάσις 2	- Αέρια: πεπιεσμένα, ύγροποιημένα ή διαλελυμένα ύπό πίεσιν.
Κλάσις 3	- Εύφλεκτα ύγρά.
Κλάσις 4.1	- Εύφλεκτα στερεά
Κλάσις 4.2	- Εύφλεκτα στερεά ή ύλαι ύποκείμεναι είς άπότομον άνάφλεξιν.
Κλάσις 4.3	- Εύφλεκτα στερεά ή ύλαι αΐτινες έρχόμεναι έν επαφή μετά τού ύδατος άναπέμπουν εύφλεκτα άέρια.
Κλάσις 5.1	- Οξειδωτικαί ύλαι
Κλάσις 5.2	- Οργανικά ύπεροξείδια
Κλάσις 6.1	- Δηλητηριώδεις (τοξικαί) ύλαι.
Κλάσις 6.2	- Μολυσματικαί ύλαι.
Κλάσις 7	- Ραδιενεργοί ύλαι.
Κλάσις 8	- Διαβρωτικαί ύλαι.
Κλάσις 9	- Διάφοροι έπικίνδυνοι ύλαι, ήτοι πάσα άλλη ύλη διά τήν όποίαν ή πείρα έχει άποδείξει, ή δύναται νά άποδείξη, ότι είναι τοιαύτης έπικινδύνου φύσεως ώστε θά έδει νά έφαρμόζωνται δι' αύτήν αί διατάξεις τού παρόντος Κεφαλαίου.

Κανονισμός 3

Συσκευασία

(α) Η συσκευασία τών έπικινδύνων έμπορευμάτων δέον όπως:

(ι) ἔχῃ καλῶς ἐκτελεσθῇ καί εἶναι εἰς καλήν κατάστασιν,

(ιι) εἶναι τοιαύτης φύσεως, ὥστε οἱαδήποτε ἐσωτερική ἐπιφάνεια, μετά τῆς ὁποίας τό περιεχόμενον δύναται νά ἔλθῃ εἰς ἐπαφήν, μή προσβάλλεται ἐπικινδύνως ὑπό τῆς μεταφερομένης ὕλης, καί

(ιιι) δύναται νά ἀντέχῃ εἰς τούς συνήθεις κινδύνους φορτώσεως καί μεταφορᾶς διά θαλάσσης.

(β) Ὅταν ἡ χρησιμοποίησις ὑλικοῦ ἀπορροφητικοῦ ἤ προστατευτικοῦ εἶναι συνήθης διά τήν συσκευασίαν τῶν ὑγρῶν ἐντός δοχείων, τό ὑλικόν τοῦτο πρέπει νά εἶναι:

(ι) ἱκανόν νά μειώνῃ τούς κινδύνους τούς ὁποίους τό ὑγρόν δύναται νά προκαλέσῃ,

(ιι) οὕτω τοποθετημένον ὥστε νά προλαμβάνῃ τήν μετακίνησιν καί νά ἐξασφαλίζεται ἡ περικάλυψις τοῦ δοχείου, καί

(ιιι) ἐπαρκοῦς ποσότητος ὥστε, κατά τό εὐλόγως δυνατόν, νά ἀπορροφᾷ τό ὑγρόν εἰς περίπτωσιν θραύσεως τοῦ δοχείου.

(γ) Τά δοχεῖα τά περιέχοντα ἐπικίνδυνα ὑγρά θά ἔχουν κενόν περιθώριον πρός συμπλήρωσιν εἰς τήν θερμοκρασίαν πληρώσεως, ἐπαρκές διά νά ἀντιμετωπίζῃ τήν ὑψίστην θερμοκρασίαν κατά τήν διάρκειαν μεταφορᾶς ὑπό κανονικάς συνθήκας.

(δ) Οἱ κύλινδροι ἤ τά σκεύη διά ἀέρια ὑπό πίεσιν, θά εἶναι καταλλήλως κατεσκευασμένα, δεδοκιμασμένα, συντηρημένα καί κανονικῶς πεπληρωμένα

(ε) Τά κενά δοχεῖα ἅτινα εἶχον προηγουμένως χρησιμοποιηθῆ διά τήν μεταφοράν ἐπικινδύνων ἐμπορευμάτων θά θεωροῦνται καί ταῦτα ὡς ἐπικίνδυνα ἐμπορεύματα, ἐκτός ἐάν ἔχουν καθαρισθῆ καί στεγνωθῆ, ἤ ἔχουν ἀσφαλῶς κλεισθῆ, ὅταν ἡ φύσις τῆς οὐσίας τήν ὁποίαν περιέχουν ἐπιτρέπῃ τό κλείσιμον μετ' ἀσφαλείας

Κανονισμός 4

Σήμανσις καί Ἐπιγραφή

Ἕκαστον δοχεῖον περιέχον ἐπικίνδυνον ἐμπόρευμα θά σημαίνεται διά τῆς ἀκριβοῦς τεχνικῆς ὀνομασίας (δέν θά χρησιμοποιοῦνται ὀνομασίαι ἐμπορικαί) καί θά φέρῃ διακριτικήν ἐτικέτταν ἤ ἐπιγραφήν χρωματισμένην μέσῳ διατρήτου ἐλάσματος, εἰς τρόπον ὥστε νά εἶναι καταφανής ἡ ἐπικίνδυνος φύσις τοῦ ἐμπορεύματος. Ἕκαστον δοχεῖον θά φέρῃ τοιαύτην ἐπιγραφήν, ἐκτός τῶν δοχείων τῶν περιεχόντων χημικάς οὐσίας συσκευασμένας εἰς περιωρισμένας ποσότητας ἀλλά ἀποτελούσας ὁμοῦ σημαντικήν ποσότητα φορτίου, καί ἅτινα δύνανται νά στοιβάζωνται, φορτώνωνται καί χαρακτηρίζωνται ὡς μία μερίς.

Κανονισμός 5

Ἔγγραφα

(α) Εἰς ὅλα τά ἔγγραφα τά σχετικά μέ τήν μεταφοράν ἐπικινδύνων ἐμπορευμάτων διά θαλάσσης εἰς ἅ ἀναγράφεται ἡ ὀνομασία των θά χρησιμοποιῆται ἡ ἀκριβής τεχνική ὀνομασία τῶν ἐμπορευμάτων (δέν θά χρησιμοποιοῦνται ἐμπορικαί ὀνομασίαι) καί θά δίδεται ἀκριβής περιγραφή συμφώνως πρός τήν κατάταξιν τήν ἀναφερομένην εἰς τόν Κανονισμόν 2 τοῦ παρόντος Κεφαλαίου.

(β) Τά ὑπό τοῦ φορτωτοῦ καταρτιζόμενα φορτωτικά ἔγγραφα θά περιλαμβάνουν ἤ θά συνοδεύωνται ὑπό πιστοποιητικοῦ ἤ δηλώσεως ὅτι, τό ἐμπόρευμα τό προσφερόμενον διά μεταφοράν εἶναι καταλλήλως συσκευασμένον, ἔχει σημανθῆ καί φέρει ἐπιγραφήν καί εἶναι εἰς καλήν κατάστασιν διά μεταφοράν.

(γ) Ἕκαστον πλοῖον μεταφέρον ἐπικίνδυνα ἐμπορεύματα θά ἔχῃ εἰδικόν πίνακα ἤ δηλωτικόν ἀναφέρον, συμφώνως πρός τόν Κανονισμόν 2 τοῦ παρόντος Κεφαλαίου, τά ἐπί τοῦ πλοίου ἐπικίνδυνα ἐμπορεύματα καί τήν θέσιν των ἐπ' αὐτοῦ. Δύναται νά χρησιμοποιῆται λεπτομερές διάγραμμα στοιβασίας δεικνύον κατά κλάσεις καί καθορίζον τήν θέσιν ὅλων τῶν ἐπικινδύνων ἐμπορευμάτων ἐπί τοῦ πλοίου, ἀντί τοῦ ἀνωτέρω εἰδικοῦ πίνακος ἤ δηλωτικοῦ.

Κανονισμός 6

Ἀπαιτήσεις στοιβασίας

(α) Ἐπικίνδυνα ἐμπορεύματα θά στοιβάζωνται ἀσφαλῶς καί καταλλήλως καί συμφώνως πρός τήν φύσιν τῶν ἐμπορευμάτων. Τά μή ἐπιδεχόμενα ἀνάμιξιν ἐμπορεύματα, θά χωρίζωνται ἀπ' ἀλλήλων.

(β) Ἐκρηκτικαί ὗλαι (ἐκτός πυρομαχικῶν) αἵτινες παρουσιάζουν σοβαρόν κίνδυνον, θά στοιβάζωνται ἐντός εἰδικῆς ἀποθήκης ἥτις θά παραμένῃ ἀσφαλῶς κλειστή κατά τόν πλοῦν. Αἱ ἐκρηκτικαί αὗται ὗλαι θά χωρίζωνται ἀπό τούς πυροκρουστῆρας. Αἱ ἠλεκτρικαί συσκευαί καί τά ἠλεκτρικά καλώδια τά κείμενα ἐντός οἱουδήποτε διαμερίσματος ἐντός τοῦ ὁποίου μεταφέρονται ἐκρηκτικαί ὗλαι, θά εἶναι τοιαύτης κατασκευῆς καί θά χρησιμοποιοῦνται κατά τοιοῦτον τρόπον, ὥστε νά μειοῦται ὁ κίνδυνος πυρκαϊᾶς ἤ ἐκρήξεως.

(γ) Τά ἀποδίδοντα ἐπικινδύνους ἀτμούς ἐμπορεύματα θά στοιβάζωνται εἰς χώρους καλῶς ἀεριζομένους ἤ ἐπί τοῦ καταστρώματος.

(δ) Εἰς πλοῖα μεταφέροντα, εὔφλεκτα ὑγρά ἤ ἀέρια, θά λαμβάνωνται, ἐάν ἀπαιτῆται εἰδικαί προφυλάξεις ἐναντίον πυρκαϊᾶς ἤ ἐκρήξεως

(ε) Ὗλαι αἵτινες εἶναι ὑποκείμεναι εἰς ἀπότομον θέρμανσιν ἤ καῦσιν δέν θά μεταφέρωνται, ἐκτός ἐάν ἔχουν ληφθῆ κατάλληλοι προφυλάξεις πρός πρόληψιν ἐνάρξεως πυρκαϊᾶς.

Κανονισμός 7

Ἐκρηκτικαί ὗλαι ἐπί Ἐπιβατηγῶν Πλοίων

(α) Αἱ ἀκόλουθοι ἐκρηκτικαί ὗλαι μόνον δύνανται νά μεταφέρωνται ἐπί τῶν ἐπιβατηγῶν πλοίων:

(ι) φυσίγγαι καί καψύλια ἀσφαλείας,

(ιι) μικραί ποσότητες ἐκρηκτικῶν ὑλῶν βάρους οὐχί μεγαλυτέρου τῶν 9 χιλιογράμμων ἤ (20 λιβρῶν) συνολικοῦ καθαροῦ βάρους,

(ιιι) σήματα κινδύνου πρός χρησιμοποίησιν ὑπό τῶν πλοίων ἤ τῶν ἀεροσκαφῶν, ἐάν τό ὁλικόν βάρος τῶν σημάτων τούτων δέν ὑπερβαίνῃ τά 1016 χιλιόγραμμα (ἤ 2240 λίβρας).

(ιν) πυροτεχνήματα μή ἐπιδεκτικά ἀπιθάνου ἀποτόμου ἐκρήξεως, ἐξαιρέσει ἐπί τῶν πλοίων τῶν μεταφερόντων ἐπιβάτας καταστρώματος.

(β) Παρά τάς διατάξεις τῆς παραγράφου (α) τοῦ παρόντος Κανονισμοῦ, δύνανται νά μεταφέρωνται ἐπιπρόσθετοι ποσότητες ἤ τύποι ἐκρηκτικῶν ὑλῶν, ἐπί ἐπιβατηγῶν πλοίων ἐπί τῶν ὁποίων ἐφαρμόζονται εἰδικά μέτρα ἀσφαλείας ἐγκεκριμένα ὑπό τῆς Ἀρχῆς.

ΚΕΦΑΛΑΙΟΝ VIII

ΠΥΡΗΝΟΚΙΝΗΤΑ ΠΛΟΙΑ

Κανονισμός 1

Ἐφαρμογή

Τό παρόν Κεφάλαιον ἐφαρμόζεται εἰς ὅλα τά πυρηνοκίνητα πλοῖα, ἐξαιρέσει τῶν πολεμικῶν πλοίων.

Κανονισμός 2

Ἐφαρμογή τῶν ἄλλων Κεφαλαίων

Οἱ περιεχόμενοι εἰς τά ἄλλα Κεφάλαια Κανονισμοί τῆς παρούσης Συμβάσεως ἐφαρμόζονται εἰς τά πυρηνοκίνητα πλοῖα, ἐκτός τῶν ὑπό τοῦ παρόντος Κεφαλαίου ἐπιφερομένων μετατροπῶν.

Κανονισμός 3

Ἐξαιρέσεις

Πυρηνοκίνητον πλοῖον δέν θά δύναται νά τύχῃ ἀπαλλαγῆς εἰς οὐδεμίαν περίστασιν τῶν διατάξεων οἱουδήποτε Κανονισμοῦ τῆς παρούσης Συμβάσεως.

Κανονισμός 4

Ἔγκρισις Ἐγκαταστάσεως Ἀντιδραστῆρος

Ἡ μελέτη, ἡ κατασκευή, οἱ κανόνες τῆς ἐποπτείας καί τῆς συναρμολογήσεως τῆς ἐγκαταστάσεως ἀντιδραστῆρος, θά ὑπόκεινται εἰς τήν ἔγκρισιν καί θά ἱκανοποιοῦν τήν Ἀρχήν καί θά λαμβάνωνται ὑπ' ὄψιν οἱ περιορισμοί οἵτινες θά ἐπιβληθοῦν εἰς τάς ἐπιθεωρήσεις λόγῳ τῆς παρουσίας ραδιενεργείας.

Κανονισμός 5

Καταλληλότης Ἐγκαταστάσεως Ἀντιδραστῆρος δι' Ὑπηρεσίαν ἐπί πλοίου

Ἡ ἐγκατάστασις ἀντιδραστῆρος θά μελετᾶται λαμβανομένων ὑπ' ὄψιν τῶν εἰδικῶν συνθηκῶν ὑπηρεσίας ἐπί πλοίου τόσον ὑπό συνήθεις, ὅσον καί ὑπό ἐκτάκτους περιστάσεις ναυσιπλοΐας.

Κανονισμός 6

Ἀσφάλεια ἐκ ραδιενεργείας

Ἡ Ἀρχή θά λαμβάνῃ μέτρα ἵνα ἐξασφαλίζεται ὅτι δέν θά ὑπάρχῃ ἀδικαιολόγητος ραδιενέργεια ἤ ἕτεροι κίνδυνοι ἐκ τῆς πυρηνικῆς ἐνεργείας, ἐν πλῷ ἤ ἐντός λιμένος, διά τό πλήρωμα, τούς ἐπιβάτας, ἤ τό κοινόν, ἤ τάς ἀρτηρίας ναυσιπλοΐας ἤ τάς προμηθείας τροφίμων ἤ ὕδατος.

Κανονισμός 7

Ἔκθεσις Ἀσφαλείας

(α) Θά συντάσσεται Ἔκθεσις Ἀσφαλείας ἐπιτρέπουσα τήν ἐκτίμησιν τῆς ἐγκαταστάσεως πυρηνικῆς ἐνεργείας καί τῆς ἀσφαλείας τοῦ πλοίου, ἵνα ἐξασφαλίζεται ὅτι δέν ὑπάρχει ἀδικαιολόγητος ραδιενέργεια ἤ ἕτεροι κίνδυνοι ἐν πλῷ ἤ ἐντός λιμένος διά τό πλήρωμα, τούς ἐπιβάτας ἤ τό κοινόν, ἤ τάς ἀρτηρίας ναυσιπλοΐας ἤ τάς προμηθείας τροφίμων ἤ ὕδατος. Ἐάν ἡ Ἀρχή μένῃ ἱκανοποιημένη θά ἐγκρίνῃ τήν ἔκθεσιν ταύτην ἀσφαλείας ἥτις θά τηρῆται πάντοτε ἐνημερωμένη.

(β) Ἡ Ἔκθεσις Ἀσφαλείας θά τίθεται ἐγκαίρως ἐκ τῶν προτέρων εἰς τήν διάθεσιν τῶν Συμβαλλομένων Κρατῶν τῶν χωρῶν τάς ὁποίας πρόκειται νά ἐπισκεφθῇ πυρηνοκίνητον πλοῖον, εἰς τρόπον ὥστε νά δύνανται ταῦτα νά ἐκτιμῶσι τήν ἀσφάλειαν τοῦ πλοίου.

Κανονισμός 8

Ἐγχειρίδιον Λειτουργίας

Θά καταρτίζεται λεπτομερές Ἐγχειρίδιον Λειτουργίας διά τόν κατατοπισμόν καί καθοδήγησιν τοῦ ἀσχολουμένου προσωπικοῦ εἰς τά καθήκοντα αὐτοῦ ἐπί ὅλων τῶν ζητημάτων τῶν σχετικῶν πρός τήν λειτουργίαν τῆς ἐγκαταστάσεως πυρηνικῆς ἐνεργείας καί ἐχόντων σοβαράν ἐπίδρασιν ἐπί τῆς ἀσφαλείας. Ἐάν ἡ Ἀρχή μείνῃ ἱκανοποιημένη, θά ἐγκρίνῃ τό Ἐγχειρίδιον Ἀσφαλείας τοῦτο, τοῦ ὁποίου ἀντίτυπον θά τηρῆται ἐπί τοῦ πλοίου. Τό Ἐγχειρίδιον Ἀσφαλείας θά τηρῆται πάντοτε ἐνημερωμένον.

Κανονισμός 9

Ἐπιθεωρήσεις

Ἡ ἐπιθεώρησις τῶν πυρηνοκινήτων πλοίων θά περιλαμβάνῃ τάς ἐφαρμοστέας ἀπαιτήσεις τοῦ Κανονισμοῦ 7 τοῦ Κεφαλαίου I, ἤ τῶν Κανονισμῶν 8, 9 καί 10 τοῦ Κεφαλαίου I, ἐξαιρέσει τῶν ἐπιθεωρήσεων τῶν περιοριζομένων ἐκ τῆς παρουσίας ραδιενεργείας. Ἐπιπροσθέτως, αἱ ἐπιθεωρήσεις θά περιλαμβάνουν πᾶσαν εἰδικήν ἀπαίτησιν τῆς Ἐκθέσεως Ἀσφαλείας καί εἰς πάσας τάς περιπτώσεις, παρά τάς διατάξεις τῶν Κανονισμῶν 8 καί 10 τοῦ Κεφαλαίου I, θά λαμβάνουν χώραν τοὐλάχιστον ἅπαξ τοῦ ἔτους.

Κανονισμός 10

Πιστοποιητικά

(α) Αἱ διατάξεις τῆς παραγράφου (α) τοῦ Κανονισμοῦ 12 τοῦ Κεφαλαίου I καί τοῦ Κανονισμοῦ 14 τοῦ Κεφαλαίου I δέν θά ἐφαρμόζωνται εἰς τά πυρηνοκίνητα πλοῖα.

(β) Πιστοποιητικόν καλούμενον Πιστοποιητικόν Ἀσφαλείας Πυρηνοκινήτου Ἐπιβατηγοῦ Πλοίου, θά χορηγῆται κατόπιν ἐξετάσεως καί ἐπιθεωρήσεως, εἰς πυρηνοκίνητον ἐπιβατηγόν πλοῖον τό ὁποῖον πληροῖ τάς ἀπαιτήσεις τῶν Κεφαλαίων II-1, II-2, III, IV, καί VIII καί τάς ἑτέρας σχετικάς ἀπαιτήσεις τῶν παρόντων Κανονισμῶν.

(γ) Πιστοποιητικόν, καλούμενον Πιστοποιητικόν Ἀσφαλείας Πυρηνοκινήτου Φορτηγοῦ Πλοίου, θά χορηγῆται, κατόπιν ἐξετάσεως καί ἐπιθεωρήσεως, εἰς πυρηνοκίνητον φορτηγόν πλοῖον τό ὁποῖον ἱκανοποιεῖ τάς ἀπαιτήσεις ἐπιθεωρήσεως διά φορτηγά πλοῖα τάς καθοριζομένας διά τοῦ Κανονισμοῦ 10 τοῦ Κεφαλαίου I καί πληροῖ τάς ἀπαιτήσεις τῶν Κεφαλαίων II-1, II-2, III, IV καί VIII καί τάς ἑτέρας σχετικάς ἀπαιτήσεις τῶν παρόντων Κανονισμῶν.

(δ) Τά Πιστοποιητικά 'Ασφαλείας Πυρηνοκινήτων 'Επιβατηγῶν Πλοίων καί τά Πιστοποιητικά 'Ασφαλείας Πυρηνοκινήτων Φορτηγῶν Πλοίων θά ἀναγράφουν ὅτι: «Τό πλοῖον, τό ὁποῖον εἶναι πυρηνοκίνητον πληροῖ ὅλας τάς ἀπαιτήσεις τοῦ Κεφαλαίου VIII τῆς Συμβάσεως καί ἀνταποκρίνεται εἰς τήν Ἔκθεσιν 'Ασφαλείας τήν ἐγκριθεῖσαν διά τό πλοῖον».

(ε) Τά Πιστοποιητικά 'Ασφαλείας Πυρηνοκινήτων 'Επιβατηγῶν Πλοίων καί τά Πιστοποιητικά 'Ασφαλείας Πυρηνοκινήτων Φορτηγῶν Πλοίων θά ἰσχύουν διά χρονικήν περίοδον οὐχί μεγαλυτέραν τῶν 12 μηνῶν.

(στ) Τά Πιστοποιητικά 'Ασφαλείας Πυρηνοκινήτων 'Επιβατηγῶν Πλοίων καί τά Πιστοποιητικά 'Ασφαλείας Πυρηνοκινήτων Φορτηγῶν Πλοίων θά ἐκδίδωνται ὑπό τῆς 'Αρχῆς ἤ ὑπό παντός προσώπου ἤ ὀργανισμοῦ δεόντων ὑπ' αὐτῆς ἐξουσιοδοτημένου. 'Εν πάσῃ περιπτώσει, ἡ 'Αρχή αὕτη ἀναλαμβάνει πᾶσαν εὐθύνην διά τό Πιστοποιητικόν.

Κανονισμός 11

Εἰδικός Ἔλεγχος

'Επιπροσθέτως πρός τόν ὑπό τοῦ Κανονισμοῦ 19 τοῦ Κεφαλαίου Ι καθοριζόμενον ἔλεγχον, τά πυρηνοκίνητα πλοῖα θά ὑπόκεινται εἰς εἰδικόν ἔλεγχον πρό τῆς εἰσόδου εἰς λιμένας καί ἐντός τῶν λιμένων τῶν Συμβαλλομένων Κρατῶν πρός τόν σκοπόν ἐξακριβώσεως ὅτι ὑπάρχει ἐπί τοῦ πλοίου Πιστοποιητικόν 'Ασφαλείας Πυρηνοκινήτου Πλοίου ἐν ἰσχύϊ καί ὅτι δέν ὑπάρχει ἀδικαιολόγητος ραδιενέργεια ἤ ἕτεροι κίνδυνοι ἐν πλῷ ἤ ἐντός τοῦ λιμένος διά τό πλήρωμα, τούς ἐπιβάτας ἤ τό κοινόν, ἤ τάς ἀρτηρίας ναυσιπλοΐας ἤ τάς προμηθείας τροφίμων ἤ ὕδατος.

Κανονισμός 12

'Ατυχήματα

Εἰς τήν περίπτωσιν συμβάντος τό ὁποῖον δυνατόν νά προκαλέσῃ κίνδυνον εἰς τήν περιοχήν, ὁ πλοίαρχος τοῦ πυρηνοκινήτου πλοίου θά εἰδοποιήσῃ ἀμέσως τήν ἁρμοδίαν Κυβερνητικήν 'Αρχήν τῆς χώρας εἰς τά ὕδατα τῆς ὁποίας τό πλοῖον εὑρίσκεται ἤ εἰς τά ὕδατα τῆς ὁποίας τό πλοῖον πλησιάζει εἰς κατάστασιν ἀβαρίας.

ΠΡΟΣΑΡΤΗΜΑ

'Υπόδειγμα Πιστοποιητικοῦ 'Ασφαλείας δι' 'Επιβατηγά Πλοῖα

ΠΙΣΤΟΠΟΙΗΤΙΚΟΝ ΑΣΦΑΛΕΙΑΣ ΕΠΙΒΑΤΗΓΟΥ ΠΛΟΙΟΥ

('Επίσημος Τίτλος) *(Κράτος)*

διά (διεθνῆ ἤ βραχύν διεθνῆ) πλοῦν

'Εκδοθέν συμφώνως πρός τάς διατάξεις τῆς

ΔΙΕΘΝΟΥΣ ΣΥΜΒΑΣΕΩΣ ΠΕΡΙ ΑΣΦΑΛΕΙΑΣ ΤΗΣ ΑΝΘΡΩΠΙΝΗΣ ΖΩΗΣ ΕΝ ΘΑΛΑΣΣΗ, 1974

Ὄνομα πλοίου	Διεθνές διακριτικόν σῆμα	Λιμήν νηολογήσεως	'Ολική χωρητικότης	Λεπτομέρειαι ταξειδίου, ἐάν ὑπάρχουν, ὑπό τούς ὅρους τοῦ Κανονισμοῦ 27(γ) VII τοῦ Κεφαλαίου III	'Ημερομηνία κατά τήν ὁποίαν ἐτοποθετήθη ἡ τρόπις.(Βλέπε κατωτέρω σημείωσιν)

'Η Κυβέρνησις *(ὄνομα Κυβερνήσεως)* πιστοποιεῖ:

'Ο ὑπογεγραμμένος *(ὄνομα)* πιστοποιῶ:

I. Ὅτι τό ἀνωτέρω ἀναφερόμενον πλοῖον ἔχει δεόντως ἐπιθεωρηθῆ συμφώνως πρός τάς διατάξεις τῆς ἀνωτέρω ἀναφερομένης Συμβάσεως.

II. Ὅτι ἡ ἐπιθεώρησις ἀπέδειξεν ὅτι τό πλοῖον πληροῖ τάς ἀπαιτήσεις τῶν Κανονισμῶν τῶν προσηρτημένων εἰς τήν ρηθεῖσαν Σύμβασιν, ὅσον ἀφορᾷ:

(1) Τό κατασκεύασμα τοῦ σκάφους, τούς κυρίους καί βοηθητικούς λέβητας, τά λοιπά σκεύη πιέσεως καί τάς μηχανάς.

(2) Τάς διατάξεις καί τάς λεπτομερείας τῆς στεγανῆς ὑποδιαιρέσεως.

(3) Τάς ἀκολούθους ἐμφόρτους ἰσάλους στεγανῆς ὑποδιαιρέσεως:

Ἔμφορτοι ἴσαλοι στεγανῆς ὑποδιαιρέσεως καθορισθεῖσαι καί σημανθεῖσαι ἐπί τῆς πλευρᾶς περί τό μέσον τοῦ πλοίου (Κανονισμός 11 τοῦ Κεφαλαίου II-1)	Ὕψος ἐξάλων	'Εφαρμόζεται ὅταν οἱ χῶροι ἐπιβατῶν περιλαμβάνουν τούς κάτωθι χώρους δυναμένους νά χρησιμοποιηθοῦν ἐναλλακτικῶς εἴτε δι' ἐπιβάτας, εἴτε διά φορτία
C.1		......
C.2		......
C.3		......

ΙΙΙ. Ὅτι τά σωστικά μέσα ἐπαρκοῦν διά συνολικόν ἀριθμόν

...... ἀτόμων κατ' ἀνώτατον ὅριον, ἤτοι:

...... σωσίβιοι λέμβοι (συμπεριλαμβάνουσαι ...... σωσιβίους λέμβους μετά κινητῆρος) ἱκαναί νά φέρουν ...... ἄτομα, καί ...... σωσίβιοι λέμβοι μετά κινητῆρος ἐφωδιασμέναι διά ραδιοτηλεγραφικῆς συσκευῆς καί προβολέως (συμπεριλαμβανόμεναι εἰς τόν ἀνωτέρω ἀναφερόμενον συνολικόν ἀριθμόν σωσιβίων λέμβων) καί ...... σωσίβιοι λέμβοι μετά κινητῆρος ἐφωδιασμέναι διά προβολέως μόνον (συμπεριλαμβανόμεναι ἐπίσης εἰς τόν ἀνωτέρω ἀναφερόμενον συνολικόν ἀριθμόν σωσιβίων λέμβων), ἀπαιτοῦσαι ...... πτυχιούχους ἄνδρας σωσιβίων λέμβων.

...... σωσίβιοι σχεδίαι, διά τάς ὁποίας ἀπαιτοῦνται ἐγκεκριμένα μέσα καθαιρέσεως, ἱκαναί νά φέρουν ...... ἄτομα, καί ......

...... σωσίβιοι σχεδίαι, διά τάς ὁποίας δέν ἀπαιτοῦνται ἐγκεκριμένα μέσα καθαιρέσεως, ἱκαναί νά φέρουν ...... ἄτομα.

...... πλευστικαί συσκευαί ἱκαναί νά ὑποβαστάζουν ...... ἄτομα.

...... κυκλικά σωσίβια.

...... σωσίβιοι ζῶναι.

IV Ὅτι αἱ σωσίβιοι λέμβοι καί αἱ σωσίβιοι σχεδίαι εἶναι ἐφωδιασμέναι συμφώνως πρός τάς διατάξεις τῶν Κανονισμῶν.

V Ὅτι τό πλοῖον εἶναι ἐφωδιασμένον διά μιᾶς ὁρμιδοβόλου συσκευῆς καί φορητῆς συσκευῆς ἀσυρμάτου διά πλωτόν σωστικόν μέσον συμφώνως πρός τάς διατάξεις τῶν Κανονισμῶν.

VI Ὅτι τό πλοῖον πληροῖ τάς ἀπαιτήσεις τῶν Κανονισμῶν ὅσον ἀφορᾶ τάς ραδιοτηλεγραφικάς ἐγκαταστάσεις, ἤτοι:

	Ἀπαιτούμενα κατά τούς Κανονισμούς	Διατιθέμενα ἐν τῷ πλοίῳ
Ὧραι ἀκροάσεως ἀσυρματιστοῦ		......
Ἀριθμός ἀσυρματιστῶν		......
Ἐάν ὑπάρχῃ αὐτόματος δέκτης σήματος κινδύνου		......
Ἐάν ὑπάρχῃ κυρία ἐγκατάστασις		......
Ἐάν ὑπάρχῃ ἐφεδρική ἐγκατάστασις		......
Ἐάν ὁ κύριος καί ὁ ἐφεδρικός πομπός εἶναι ἠλεκτρικῶς κεχωρισμένοι ἤ συνδυασμένοι		......
Ἐάν ὑπάρχῃ ραδιογωνιόμετρον		......
Ἐάν ὑπάρχῃ ραδιοεντοπιστική συσκευή ἐπί τῆς ραδιοτηλεφωνικῆς συχνότητος κινδύνου		......
Ἐάν ὑπάρχῃ Radar		......
Ἀριθμός ἐπιβατῶν διά τόν ὁποῖον ἐξεδόθη τό παρόν πιστοποιητικόν		....

VII Ὅτι ἡ λειτουργία τῶν ραδιοτηλεγραφικῶν ἐγκαταστάσεων διά τάς σωσιβίους λέμβους μετά κινητῆρος καί (ἤ) τῆς φορητῆς συσκευῆς ἀσυρμάτου διά πλωτόν σωσίβιον μέσον, ἐάν ὑπάρχῃ, ἀνταποκρίνεται εἰς τάς διατάξεις τῶν Κανονισμῶν.

VIII Ὅτι τό πλοῖον συμμορφοῦται πρός τάς διατάξεις τῶν Κανονισμῶν ὅσον ἀφορᾶ τάς συσκευάς ἐντοπισμοῦ καί σβέσεως πυρκαϊᾶς, Radar, ἠχοβολιστικήν συσκευήν καί γυροσκοπικήν πυξίδα καί ὅτι εἶναι ἐφωδιασμένον διά πλοϊκῶν φώτων καί σχημάτων, κλίμακος πλοηγοῦ καί μέσων ἐκπομπῆς ἠχητικῶν σημάτων καί σημάτων κινδύνου, συμφώνως πρός τάς διατάξεις τῶν Κανονισμῶν καθώς καί τούς ἐν ἰσχύϊ Διεθνεῖς Κανονισμούς Ἀποφυγῆς Συγκρούσεων ἐν Θαλάσσῃ.

IX . Ὅτι τό πλοῖον συμμορφοῦται πρός ὅλας τάς ἄλλας διατάξεις τῶν Κανονισμῶν, ὅσοι τούτων ἐφαρμόζονται ἐπ' αὐτοῦ.

Τό παρόν πιστοποιητικόν ἐκδίδεται κατ' ἐξουσιοδότησιν τῆς .... Κυβερνήσεως. Ἰσχύει μέχρι ....

Ἐξεδόθη ἐν τῇ 19..

Ἕπεται ἡ σφραγίς ἤ ἡ ὑπογραφή τῆς ἐξουσιοδοτημένης διά τήν ἔκδοσιν τοῦ πιστοποιητικοῦ Ἀρχῆς.

(Σφραγίς)

Ἐάν τό πιστοποιητικόν εἶναι ὑπογεγραμμένον, προστίθεται ἡ ἀκόλουθος παράγραφος:

Ὁ ὑπογεγραμμένος δηλῶ ὅτι εἶμαι δεόντως ἐξουσιοδοτημένος ὑπό τῆς ἀνωτέρω Κυβερνήσεως ὅπως ἐκδόσω τό παρόν πιστοποιητικόν.

(Ὑπογραφή)

ΣΗΜΕΙΩΣΙΣ: Θά ἀρκῇ νά ἀναγράφεται τό ἔτος κατά τό ὁποῖον ἐτοποθετήθη ἡ τρόπις, ἤ ὅτε τό πλοῖον εὑρίσκετο εἰς παρεμφερές στάδιον κατασκευῆς ἐξαιρέσει τῶν ἐτῶν 1952 καί 1965 καί τοῦ ἔτους τῆς ἐνάρξεως τῆς ἰσχύος τῆς Διεθνοῦς Συμβάσεως περί Ἀσφαλείας τῆς Ἀνθρωπίνης Ζωῆς ἐν Θαλάσσῃ, 1974, διά τήν περίπτωσιν τῶν ὁποίων θά ἀναφέρεται ἡ πραγματική ἡμερομηνία.

Εἰς τήν περίπτωσιν πλοίου τό ὁποῖον ὑπέστη μετατροπήν, ὡς προβλέπεται εἰς τόν Κανονισμόν I(β)(ι) τοῦ Κεφαλαίου II-1 ἤ τόν Κανονισμόν I(α)(ι) τοῦ Κεφαλαίου II-2 τῆς Συμβάσεως, θά ἀναφέρεται ἡ ἡμερομηνία ἐνάρξεως τῶν ἐργασιῶν τῆς μετατροπῆς.

'Υπόδειγμα Πιστοποιητικοῦ 'Ασφαλείας Κατασκευῆς διά Φορτηγά Πλοῖα

ΠΙΣΤΟΠΟΙΗΤΙΚΟΝ ΑΣΦΑΛΕΙΑΣ ΚΑΤΑΣΚΕΥΗΣ ΦΟΡΤΗΓΟΥ ΠΛΟΙΟΥ

('Επίσημος Τίτλος) *(Κράτος)*

'Εκδοθέν συμφώνως πρός τάς διατάξεις τῆς

ΔΙΕΘΝΟΥΣ ΣΥΜΒΑΣΕΩΣ ΠΕΡΙ ΑΣΦΑΛΕΙΑΣ ΤΗΣ ΑΝΘΡΩΠΙΝΗΣ ΖΩΗΣ ΕΝ ΘΑΛΑΣΣΗ, 1974

Ὄνομα πλοίου	Διεθνές διακριτικόν	Λιμήν νηολογήσεως	'Ολική χωρητικότης	'Ημερομηνία κατά τήν ὁποίαν ἐτοποθετήθη ἡ τρόπις (Βλέπε κατωτέρω σημείωσιν)

'Η Κυβέρνησις *(ὄνομα Κυβερνήσεως)* πιστοποιεῖ:

'Ο ὑπογεγραμμένος *(ὄνομα)* πιστοποιῶ:

Ὅτι τό ἀνωτέρω ἀναφερόμενον πλοῖον ἔχει δεόντως ἐπιθεωρηθῆ συμφώνως πρός τάς διατάξεις τοῦ Κανονισμοῦ 10 τοῦ Κεφαλαίου Ι τῆς ἀνωτέρω ἀναφερομένης Συμβάσεως καί ὅτι ἡ ἐπιθεώρησις ἀπέδειξεν ὅτι ἡ κατάστασις τοῦ σκάφους, τῶν μηχανῶν καί τοῦ ἐξαρτισμοῦ, ὡς ταῦτα καθορίζονται εἰς τόν ἀνωτέρω Κανονισμόν, εἶναι καθ'ὅλα ἱκανοποιητικά καί ὅτι τό πλοῖον πληροῖ τάς ἐφαρμοστέας ἀπαιτήσεις τοῦ Κεφαλαίου ΙΙ-1 καί τοῦ Κεφαλαίου ΙΙ-2 (ἐκτός τῶν ἀναφερομένων εἰς τάς συσκευάς σβέσεως πυρκαϊᾶς καί τῶν καθοριζομένων διά τόν ἔλεγχον πυρκαϊᾶς).

Τό παρόν πιστοποιητικόν ἐκδίδεται κατ' ἐξουσιοδότησιν τῆς .... Κυβερνήσεως. 'Ισχύει μέχρι ....
'Εξεδόθη ἐν τῇ 19..

Ἕπεται ἡ σφραγίς ἤ ἡ ὑπογραφή τῆς ἐξουσιοδοτημένης διά τήν ἔκδοσιν τοῦ πιστοποιητικοῦ 'Αρχῆς.

(Σφραγίς)

'Εάν τό πιστοποιητικόν εἶναι ὑπογεγραμμένον, προστίθεται ἡ ἀκόλουθος παράγραφος:

'Ο ὑπογεγραμμένος δηλῶ ὅτι εἶμαι δεόντως ἐξουσιοδοτημένος ὑπό τῆς ἀνωτέρω Κυβερνήσεως ὅπως ἐκδόσω τό παρόν πιστοποιητικόν.

('Υπογραφή)

ΣΗΜΕΙΩΣΙΣ: Θά ἀρκῇ νά ἀναγράφεται τό ἔτος κατά τό ὁποῖον ἐτοποθετήθη ἡ τρόπις ἤ ὅτε τό πλοῖον εὑρίσκετο εἰς παρεμφερές στάδιον κατασκευῆς ἐξαιρέσει τῶν ἐτῶν 1952 καί 1965 καί τοῦ ἔτους ἐνάρξεως τῆς ἰσχύος τῆς Διεθνοῦς Συμβάσεως περί 'Ασφαλείας τῆς 'Ανθρωπίνης Ζωῆς ἐν Θαλάσσῃ 1974 διά τήν περίπτωσιν τῶν ὁποίων θά ἀναφέρεται ἡ πραγματική ἡμερομηνία.

'Υπόδειγμα Πιστοποιητικοῦ 'Ασφαλείας 'Εξαρτισμοῦ διά Φορτηγά Πλοῖα

ΠΙΣΤΟΠΟΙΗΤΙΚΟΝ ΑΣΦΑΛΕΙΑΣ ΕΞΑΡΤΙΣΜΟΥ ΦΟΡΤΗΓΟΥ ΠΛΟΙΟΥ

('Επίσημος Τίτλος) *(Κράτος)*

'Εκδοθέν συμφώνως πρός τάς διατάξεις τῆς

ΔΙΕΘΝΟΥΣ ΣΥΜΒΑΣΕΩΣ ΠΕΡΙ ΑΣΦΑΛΕΙΑΣ ΤΗΣ ΑΝΘΡΩΠΙΝΗΣ ΖΩΗΣ ΕΝ ΘΑΛΑΣΣΗ, 1974

Ὄνομα πλοίου	Διεθνές διακριτικόν σῆμα	Λιμήν νηολογήσεως	'Ολική χωρητικότης	'Ημερομηνία κατά τήν ὁποίαν ἐτοποθετήθη ἡ τρόπις (Βλέπε κατωτέρω σημείωσιν

'Η Κυβέρνησις *(ὄνομα Κυβερνήσεως)* πιστοποιεῖ:

'Ο ὑπογεγραμμένος *(ὄνομα)* πιστοποιῶ:

I. Ὅτι τό ἀνωτέρω ἀναφερόμενον πλοῖον ἔχει δεόντως ἐπιθεωρηθῆ συμφώνως πρός τάς διατάξεις τῆς ἀνωτέρω ἀναφερομένης Συμβάσεως.

II. Ὅτι ἡ ἐπιθεώρησις ἀπέδειξεν ὅτι τά σωστικά μέσα ἐπαρκοῦν διά συνολικόν ἀριθμόν .... ἀτόμων κατ' ἀνώτατον ὅριον, ἤτοι:

.........σωσίβιοι λέμβοι εἰς τήν ἀριστεράν πλευράν ἱκαναί νά φέρουν .... ἄτομα.

.........σωσίβιοι λέμβοι εἰς τήν δεξιάν πλευράν ἱκαναί νά φέρουν ....ἄτομα.

.........σωσίβιοι λέμβοι μετά κινητῆρος (συμπεριλαμβανόμεναι εἰς τόν ἀνωτέρω ἀναφερόμενον συνολικόν ἀριθμόν σωσιβίων λέμβων) συμπεριλαμβάνουσαι .... σωσιβίους λέμβους μετά κινητῆρος, ἐφωδιασμένας διά ραδιοτηλεγραφικῆς ἐγκαταστάσεως καί προβολέως, καί .... σωσιβίους λέμβους μετά κινητῆρος, ἐφωδιασμένας διά προβολέως μόνον.

.........σωσίβιοι σχεδίαι, διά τάς ὁποίας ἀπαιτοῦνται ἐγκεκριμένα μέσα καθαιρέσεως, ἱκαναί νά φέρουν .... ἄτομα, καί

.........σωσίβιοι σχεδίαι διά τάς ὁποίας δέν ἀπαιτοῦνται ἐγκεκριμμένα μέσα καθαιρέσεως, ἱκαναί νά φέρουν .... ἄτομα.

.... κυκλικά σωσίβια.

.... σωσίβιοι ζῶναι.

III. Ὅτι αἱ σωσίβιοι λέμβοι καί αἱ σωσίβιοι σχεδίαι εἶναι ἐφωδιασμέναι συμφώνως πρός τάς διατάξεις τῶν Κανονισμῶν τῶν προσηρτημένων εἰς τήν Σύμβασιν.

IV. Ὅτι τό πλοῖον εἶναι ἐφωδιασμένον διά μιᾶς ὁρμιδοβόλου συσκευῆς καί φορητῆς συσκευῆς ἀσυρμάτου διά πλωτόν σωστικόν μέσον συμφώνως πρός τάς διατάξεις τῶν Κανονισμῶν.

V. Ὅτι ἡ ἐπιθεώρησις ἀπέδειξεν ὅτι τό πλοῖον συμμορφοῦται πρός τάς διατάξεις τῆς ἀναφερομένης Συμβάσεως, ὅσον ἀφορᾶ τάς συσκευάς σβέσεως πυρκαϊᾶς καί τά καθοριζόμενα διά τόν ἔλεγχον πυρκαϊᾶς, ἠχοβολιστικήν συσκευήν καί γυροσκοπικήν πυξίδα, καί εἶναι ἐφωδιασμένον διά πλοΐκῶν φώτων καί σχημάτων, κλίμακος πλοηγοῦ καί μέσων ἐκπομπῆς ἠχητικῶν σημάτων καί Κανονισμῶν καθώς καί τούς ἐν ἰσχύϊ Διεθνεῖς Κανονισμούς Ἀποφυγῆς Συγκρούσεων ἐν Θαλάσσῃ.

VI. Ὅτι τό πλοῖον συμμορφοῦται πρός τάς διατάξεις τῶν Κανονισμῶν, ὅσαι ἐφαρμόζονται ἐπί τούτου.

Τό παρόν πιστοποιητικόν ἐκδίδεται κατ' ἐξουσιοδότησιν τῆς .... Κυβερνήσεως. Ἰσχύει μέχρι τῆς ....

Ἐξεδόθη ἐν τῇ 19..

Ἕπεται ἡ σφραγίς ἤ ἡ ὑπογραφή τῆς ἐξουσιοδοτημένης διά τήν ἔκδοσιν τοῦ πιστοποιητικοῦ Ἀρχῆς.

(Σφραγίς)

Ἐάν τό πιστοποιητικόν εἶναι ὑπογεγραμμένον προστίθεται ἡ ἀκόλουθος παράγραφος:

Ὁ ὑπογεγραμμένος δηλῶ ὅτι εἶμαι δεόντως ἐξουσιοδοτημένος ὑπό τῆς ρηθείσης Κυβερνήσεως ὅπως ἐκδώσω τό παρόν πιστοποιητικόν.

(Ὑπογραφή)

ΣΗΜΕΙΩΣΙΣ: Θά ἀρκῇ νά ἀναγράφεται τό ἔτος κατά τό ὁποῖον ἐτοποθετήθη ἡ τρόπις, ἤ ὅτε τό πλοῖον εὑρίσκετο εἰς παρεμφερές στάδιον κατασκευῆς, ἐξαιρέσει τῶν ἐτῶν 1952 καί 1965 καί τοῦ ἔτους ἐνάρξεως τῆς ἰσχύος τῆς Διεθνοῦς Συμβάσεως Ἀσφαλείας τῆς Ἀνθρωπίνης Ζωῆς ἐν Θαλάσσῃ, 1974, διά τήν περίπτωσιν τῶν ὁποίων θά ἀναφέρεται ἡ πραγματική ἡμερομηνία.

Ὑπόδειγμα Πιστοποιητικοῦ Ἀσφαλείας Ραδιοτηλεγραφίας διά Φορτηγά Πλοῖα

ΠΙΣΤΟΠΟΙΗΤΙΚΟΝ ΑΣΦΑΛΕΙΑΣ ΡΑΔΙΟΤΗΛΕΓΡΑΦΙΑΣ ΦΟΡΤΗΓΟΥ ΠΛΟΙΟΥ

(Ἐπίσημος Τίτλος) *(Κράτος)*

Ἐκδοθέν συμφώνως πρός τάς διατάξεις τῆς

ΔΙΕΘΝΟΥΣ ΣΥΜΒΑΣΕΩΣ ΠΕΡΙ ΑΣΦΑΛΕΙΑΣ ΤΗΣ ΑΝΘΡΩΠΙΝΗΣ ΖΩΗΣ ΕΝ ΘΑΛΑΣΣΗ 1974

Ὄνομα πλοίου	Διεθνές διακριτικόν σῆμα	Λιμήν νηολογήσεως	Ὁλική χωρητικότης	Ἡμερομηνία κατά τήν ὁποίαν ἐτοποθετήθη ἡ τρόπις (Βλέπε κατωτέρω σημείωσιν)

Ἡ Κυβέρνησις *(Ὄνομα Κυβερνήσεως)* πιστοποιεῖ:

Ὁ ὑπογεγραμμένος *(Ὄνομα)* πιστοποιῶ:

I. Ὅτι τό ἀνωτέρω ἀναφερόμενον πλοῖον πληροῖ τάς διατάξεις τῶν Κανονισμῶν τῶν προσηρτημένων εἰς τήν ἀνωτέρω ἀναφερομένην Σύμβασιν, ὅσον ἀφορᾶ τήν Ραδιοτηλεγραφίαν καί radar:

	Ἀπαιτούμενα κατά τούς Κανονισμούς	Διατιθέμενα ἐν τῷ πλοίῳ
Ὧραι ἀκροάσεως ἀσυρματιστοῦ		......
Ἀριθμός ἀσυρματιστῶν		......
Ἐάν ὑπάρχῃ αὐτόματος δέκτης κινδύνου		......
Ἐάν ὑπάρχῃ κυρία ἐγκατάστασις		......
Ἐάν ὑπάρχῃ ἐφεδρική ἐγκατάστασις		......
Ἐάν ὁ κύριος καί ὁ ἐφεδρικός πομπός εἶναι ἠλεκτρικῶς κεχωρισμένοι ἤ συνδυασμένοι		......
Ἐάν ὑπάρχῃ ραδιογωνιόμετρον		......
Ἐάν ὑπάρχῃ ραδιοεντοπιστική συσκευή ἐπί τῆς ραδιοτηλεφωνικῆς συχνότητος κινδύνου		......
Ἐάν ὑπάρχῃ radar		......

II. Ὅτι ἡ λειτουργία τῶν ραδιοτηλεγραφικῶν ἐγκαταστάσεων διά τάς σωσιβίους λέμβους μετά κινητῆρος καί (ἤ) τῆς φορητῆς συσκευῆς ἀσυρμάτου διά πλωτόν σωστικόν μέσον, ἐάν ὑπάρχῃ αὐτή, ἀνταποκρίνεται εἰς τάς διατάξεις τῶν ρηθέντων Κανονισμῶν.

Τό παρόν πιστοποιητικόν ἐκδίδεται κατ' ἐξουσιοδότησιν τῆς .... Κυβερνήσεως. Ἰσχύει μέχρι τῆς ....

Ἐξεδόθη ἐν τῇ 19..

Ἕπεται ἡ σφραγίς ἤ ἡ ὑπογραφή τῆς ἐξουσιοδοτημένης διά τήν ἔκδοσιν τοῦ πιστοποιητικοῦ Ἀρχῆς.

(Σφραγίς)

Ἐάν τό πιστοποιητικόν εἶναι ὑπογεγραμμένον, προστίθεται ἡ ἀκόλουθος παράγραφος:

Ὁ ὑπογεγραμμένος δηλῶ ὅτι εἶμαι δεόντως ἐξουσιοδοτημένος ὑπό τῆς ρηθείσης Κυβερνήσεως ὅπως ἐκδώσω τό παρόν πιστοποιητικόν.

(Ὑπογραφή)

ΣΗΜΕΙΩΣΙΣ: Θά ἀρκῇ νά ἀναγράφεται τό ἔτος κατά τό ὁποῖον ἐτοποθετήθη ἡ τρόπις ἤ ὅτε τό πλοῖον εὑρίσκετο εἰς παρεμφερές στάδιον κατασκευῆς, ἐξαιρέσει τῶν ἐτῶν 1952 καί 1965 καί τοῦ ἔτους ἐνάρξεως τῆς ἰσχύος τῆς Διεθνοῦς Συμβάσεως περί Ἀσφαλείας τῆς Ἀνθρωπίνης Ζωῆς ἐν Θαλάσσῃ, 1974, διά τήν περίπτωσιν τῶν ὁποίων θά ἀναφέρεται ἡ πραγματική ἡμερομηνία.

Ὑπόδειγμα Πιστοποιητικοῦ Ἀσφαλείας Ραδιοτηλεφωνίας διά Φορτηγά Πλοῖα

ΠΙΣΤΟΠΟΙΗΤΙΚΟΝ ΑΣΦΑΛΕΙΑΣ ΡΑΔΙΟΤΗΛΕΦΩΝΙΑΣ ΦΟΡΤΗΓΟΥ ΠΛΟΙΟΥ

(Ἐπίσημος Τίτλος) *(Κράτος)*

Ἐκδοθέν συμφώνως πρός τάς διατάξεις τῆς

ΔΙΕΘΝΟΥΣ ΣΥΜΒΑΣΕΩΣ ΠΕΡΙ ΑΣΦΑΛΕΙΑΣ ΤΗΣ ΑΝΘΡΩΠΙΝΗΣ ΖΩΗΣ ΕΝ ΘΑΛΑΣΣΗ 1974

Ὄνομα Πλοίου	Διεθνές διακριτικόν σῆμα	Λιμήν νηολογήσεως	Ὁλική χωρητικότης	Ἡμερομηνία κατά τήν ὁποίαν ἐτοποθετήθη ἡ τρόπις (Βλέπε κατωτέρω σημείωσιν)

Ἡ Κυβέρνησις *(Ὄνομα Κυβερνήσεως)* πιστοποιεῖ:

Ὁ ὑπογεγραμμένος *(Ὄνομα)* πιστοποιῶ:

I. Ὅτι τό ἀνωτέρω ἀναφερόμενον πλοῖον πληροῖ τάς διατάξεις τῶν Κανονισμῶν τῶν προσηρτημένων εἰς τήν ἀνωτέρω ἀναφερομένην Σύμβασιν ὅσον ἀφορᾶ τήν Ραδιοτηλεφωνίαν:

	Ἀπαιτούμενα ὑπό τῶν Κανονισμῶν	Διατιθέμενα ὑπό τοῦ πλοίου
Ὧραι ἀκροάσεως		......
Ἀριθμός χειριστῶν		......

II. Ὅτι ἡ λειτουργία τῆς φορητῆς ραδιοτηλεφωνικῆς συσκευῆς διά πλωτόν σωστικόν μέσον, ἐάν ὑπάρχῃ τοιαύτη, ἀνταποκρίνεται εἰς τάς διατάξεις τῶν ρηθέντων Κανονισμῶν.

Τό παρόν πιστοποιητικόν ἐκδίδεται κατ' ἐξουσιοδότησιν τῆς .... Κυβερνήσεως. Ἰσχύει μέχρι τῆς ....

Ἐξεδόθη ἐν τῇ 19..

Ἕπεται ἡ σφραγίς ἤ ἡ ὑπογραφή τῆς ἐξουσιοδοτημένης διά τήν ἔκδοσιν τοῦ πιστοποιητικοῦ Ἀρχῆς.

(Σφραγίς)

Ἐάν τό πιστοποιητικόν εἶναι ὑπογεγραμμένον, προστίθεται ἡ ἀκόλουθος παράγραφος:

Ὁ ὑπογεγραμμένος δηλῶ ὅτι εἶμαι δεόντως ἐξουσιοδοτημένος ὑπό τῆς ρηθείσης Κυβερνήσεως ὅπως ἐκδώσω τό παρόν πιστοποιητικόν.

(Ὑπογραφή)

ΣΗΜΕΙΩΣΙΣ: Θά ἀρκῇ νά ἀναγράφεται τό ἔτος κατά τό ὁποῖον ἐτοποθετήθη ἡ τρόπις ἤ ὅτε τό πλοῖον εὑρίσκετο εἰς παρεμφερές στάδιον κατασκευῆς, ἐξαιρέσει τῶν ἐτῶν 1952 καί 1965 καί τοῦ ἔτους ἐνάρξεως τῆς ἰσχύος τῆς Διεθνοῦς Συμβάσεως περί Ἀσφαλείας τῆς Ἀνθρωπίνης Ζωῆς ἐν Θαλάσσῃ 1974, διά τήν περίπτωσιν τῶν ὁποίων θά ἀναγράφεται ἡ πραγματική ἡμερομηνία.

Ὑπόδειγμα Πιστοποιητικοῦ Ἀπαλλαγῆς

ΠΙΣΤΟΠΟΙΗΤΙΚΟΝ ΑΠΑΛΛΑΓΗΣ

(Ἐπίσημος Τίτλος) *(Κράτος)*

Ἐκδοθέν συμφώνως πρός τάς διατάξεις τῆς

ΔΙΕΘΝΟΥΣ ΣΥΜΒΑΣΕΩΣ ΠΕΡΙ ΑΣΦΑΛΕΙΑΣ ΤΗΣ ΑΝΘΡΩΠΙΝΗΣ ΖΩΗΣ ΕΝ ΘΑΛΑΣΣΗ 1974

Ὄνομα πλοίου	Διεθνές διακριτικόν σῆμα	Λιμήν νηολογήσεως	Ὁλική χωρητικότης

Ἡ Κυβέρνησις *(Ὄνομα Κυβερνήσεως)* πιστοποιεῖ:

Ὁ ὑπογεγραμμένος *(Ὄνομα)* πιστοποιῶ:

Ὅτι τό ἀνωτέρω ἀναφερόμενον πλοῖον, ἐξαιρεῖται κατ' ἐφαρμογήν τοῦ παρεχομένου δικαιώματος ὑπό τοῦ Κανονισμοῦ ...... τοῦ Κεφαλαίου ......, τῶν Κανονισμῶν τῶν προσηρτημένων εἰς τήν ἀνωτέρω ἀναφερομένην Σύμβασιν, τῶν ἀπαιτήσεων τῶν* .... τῆς Συμβάσεως διά τά ταξείδια ἀπό .... μέχρι ....

Ἀναγράψατε ἐνταῦθα τούς ὅρους, ἐάν ὑπάρχουν, ὑπό τούς ὁποίους χορηγεῖται τό πιστοποιητικόν ἀπαλλαγῆς.

Τό παρόν πιστοποιητικόν ἐκδίδεται κατ' ἐξουσιοδότησιν τῆς Κυβερνήσεως. Ἰσχύει μέχρι ....

Ἐξεδόθη ἐν τῇ 19..

Ἕπεται ἡ σφραγίς ἤ ἡ ὑπογραφή τῆς ἐξουσιοδοτημένης διά τήν ἔκδοσιν τοῦ πιστοποιητικοῦ Ἀρχῆς.

(Σφραγίς)

Ἐάν τό πιστοποιητικόν εἶναι ὑπογεγραμμένον, προστίθεται ἡ ἀκόλουθος παράγραφος:

Ὁ ὑπογεγραμμένος δηλῶ ὅτι εἶμαι δεόντως ἐξουσιοδοτημένος ὑπό τῆς ἀνωτέρω Κυβερνήσεως ὅπως ἐκδώσω τό παρόν πιστοποιητικόν.

(Ὑπογραφή)

* Ἀναγράψατε ἐνταῦθα τά Κεφάλαια καί τούς Κανονισμούς μετά τῶν σχετικῶν παραγράφων.

Ὑπόδειγμα Πιστοποιητικοῦ Ἀσφαλείας διά Πυρηνοκίνητα Ἐπιβατηγά Πλοῖα

ΠΙΣΤΟΠΟΙΗΤΙΚΟΝ ΑΣΦΑΛΕΙΑΣ ΠΥΡΗΝΟΚΙΝΗΤΟΥ ΕΠΙΒΑΤΗΓΟΥ ΠΛΟΙΟΥ

(Ἐπίσημος Τίτλος) *(Κράτος)*

Ἐκδοθέν συμφώνως πρός τάς διατάξεις τῆς

ΔΙΕΘΝΟΥΣ ΣΥΜΒΑΣΕΩΣ ΠΕΡΙ ΑΣΦΑΛΕΙΑΣ ΤΗΣ ΑΝΘΡΩΠΙΝΗΣ ΖΩΗΣ ΕΝ ΘΑΛΑΣΣΗ, 1974

Ὄνομα πλοίου	Διεθνές διακριτικόν σῆμα	Λιμήν νηολογήσεως	Ὁλική χωρητικότης	Λεπτομέρειαι ταξειδίου ἐάν ὑπάρχουν ὑπό τούς ὅρους τοῦ Κανονισμοῦ 27(γ)(vi) τοῦ Κεφαλαίου III	Ἡμερομηνία κατά τήν ὁποίαν ἐτοποθετήθη ἡ τρόπις (Βλέπε κατωτέρω σημείωσιν)

Ἡ Κυβέρνησις (Ὄνομα Κυβερνήσεως) πιστοποιεῖ:

Ὁ ὑπογεγραμμένος (Ὄνομα) πιστοποιῶ:

I. Ὅτι τό ἀνωτέρω ἀναφερόμενον πλοῖον ἔχει δεόντως ἐπιθεωρηθῆ συμφώνως πρός τάς διατάξεις τῆς ἀνωτέρω ἀναφερομένης Συμβάσεως.

II. Ὅτι τό πλοῖον, τό ὁποῖον εἶναι πυρηνοκίνητον, πληροῖ ὅλας τάς ἀπαιτήσεις τοῦ Κεφαλαίου VIII τῆς Συμβάσεως καί συμμορφοῦται πρός τήν Ἔκθεσιν Ἀσφαλείας τήν ἐγκριθεῖσαν διά τό πλοῖον.

III. Ὅτι ἡ ἐπιθεώρησις ἀπέδειξεν ὅτι τό πλοῖον πληροῖ τάς ἀπαιτήσεις τῶν Κανονισμῶν τῶν προσηρτημένων εἰς τήν ρηθεῖσαν Σύμβασιν ὅσον ἀφορᾶ:

(1) τό κατασκεύασμα τοῦ σκάφους, τούς κυρίους καί βοηθητικούς λέβητας καί λοιπά σκεύη πιέσεως καί τάς μηχανάς.

(2) τάς διατάξεις καί λεπτομερείας τῆς στεγανῆς ὑποδιαιρέσεως,

(3) τάς ἀκολούθους ἐμφόρτους ἰσάλους στεγανῆς ὑποδιαιρέσεως:

Ἔμφορτοι ἴσαλοι στεγανῆς ὑποδιαιρέσεως καθορισθεῖσαι καί σημανθεῖσαι ἐπί τῆς πλευρᾶς περί τό μέσον τοῦ πλοίου (Κανονισμός 11 τοῦ Κεφαλαίου II-1)	Ὕψος ἐξάλων	Ἐφαρμόζεται ὅταν οἱ χῶροι ἐπιβατῶν περιλαμβάνουν τούς κάτωθι χώρους, δυναμένους νά χρησιμοποιηθοῦν ἐναλλακτικῶς εἴτε δι' ἐπιβάτας εἴτε διά φορτία
C.1		......
C.2		......
C.3		......

IV. Ὅτι τά σωστικά μέσα ἐπαρκοῦν διά συνολικόν ἀριθμόν ...... ἀτόμων κατ' ἀνώτατον ὅριον, ἤτοι:

...... σωσίβιοι λέμβοι (συμπεριλαμβάνουσαι ...... σωσιβίους λέμβους μετά κινητῆρος) ἱκαναί νά φέρουν ...... ἄτομα, καί ...... σωσίβιοι λέμβοι ἐφωδιασμέναι διά ραδιοτηλεγραφικῆς ἐγκαταστάσεως καί προβολέως (περιλαμβανόμεναι εἰς τόν ἀνωτέρω ἀναφερόμενον συνολικόν ἀριθμόν σωσιβίων λέμβων) καί ...... σωσίβιοι λέμβοι μετά κινητῆρος ἐφωδιασμέναι διά προβολέως μόνον (ἐπίσης συμπεριλαμβανόμεναι εἰς τόν ἀνωτέρω ἀναφερόμενον συνολικόν ἀριθμόν σωσιβίων λέμβων), ἀπαιτοῦσαι ...... πτυχιούχους ἄνδρας σωσιβίων λέμβων.

...... σωσίβιοι σχεδίαι διά τάς ὁποίας ἀπαιτοῦνται ἐγκεκριμένα μέσα καθαιρέσεως, ἱκαναί νά φέρουν ...... ἄτομα, καί

...... σωσίβιοι σχεδίαι διά τάς ὁποίας δέν ἀπαιτοῦνται ἐγκεκριμένα μέσα καθαιρέσεως, ἱκαναί νά φέρουν ...... ἄτομα,

...... πλευστικαί συσκευαί ἱκαναί νά ὑποβαστάζουν ...... ἄτομα,

...... κυκλικά σωσίβια,

...... σωσίβιοι ζῶναι.

V. Ὅτι αἱ σωσίβιοι λέμβοι καί αἱ σωσίβιοι σχεδίαι εἶναι ἐφωδιασμέναι συμφώνως πρός τάς διατάξεις τῶν Κανονισμῶν.

VI. Ὅτι τό πλοῖον εἶναι ἐφωδιασμένον διά μιᾶς ὁρμιδοβόλου συσκευῆς καί διά φορητῆς συσκευῆς ἀσυρμάτου διά πλωτόν σωσίβιον μέσον, συμφώνως πρός τάς διατάξεις τῶν Κανονισμῶν.

VII. Ὅτι τό πλοῖον πληροῖ τάς ἀπαιτήσεις τῶν Κανονισμῶν ὅσον ἀφορᾶ τάς ραδιοτηλεγραφικάς ἐγκαταστάσεις, ἤτοι:

	Ἀπαιτούμενα κατά τούς Κανονισμούς	Διατιθέμενα ἐν τῷ πλοίῳ
Ὧραι ἀκροάσεως ἀσυρματιστοῦ		......
Ἀριθμός ἀσυρματιστῶν		......
Ἐάν ὑπάρχη αὐτόματος δέκτης σήματος κινδύνου		......
Ἐάν ὑπάρχη κυρία ἐγκατάστασις		......
Ἐάν ὑπάρχη ἐφεδρική ἐγκατάστασις		......
Ἐάν ὁ κύριος καί ὁ ἐφεδρικός πομπός εἶναι ἠλεκτρικῶς κεχωρισμένοι ἤ συνδυασμένοι		......
Ἐάν ὑπάρχη ραδιογωνιόμετρον		......
Ἐάν ὑπάρχη ραδιοεντοπιστική συσκευή ἐπί τῆς ραδιοτηλεφωνικῆς συχνότητος κινδύνου		......
Ἐάν ὑπάρχη radar		......
Ἀριθμός ἐπιβατῶν διά τόν ὁποῖον ἐξεδόθη τό πιστοποιητικόν		......

VIII. Ὅτι ἡ λειτουργία τῶν ραδιοτηλεγραφικῶν ἐγκαταστάσεων διά τάς σωσιβίους λέμβους μετά κινητῆρος καί (ἤ) τῆς φορητῆς συσκευῆς ἀσυρμάτου διά πλωτόν σωσίβιον μέσον, ἐάν ὑπάρχη αὕτη, ἀνταποκρίνεται εἰς τάς διατάξεις τῶν Κανονισμῶν.

IX. Ὅτι τό πλοῖον συμμορφοῦται πρός τάς διατάξεις τῶν Κανονισμῶν ὅσον ἀφορᾶ τάς συσκευάς ἐλέγχου καί σβέσεως πυρκαϊᾶς, radar, ἠχοβολιστικήν συσκευήν καί γυροσκοπικήν πυξίδα καί ὅτι εἶναι ἐφωδιασμένον διά πλοϊκῶν φανῶν καί σχημάτων, κλίμακος πλοηγοῦ καί μέσων ἐκπομπῆς ἠχητικῶν σημάτων καί σημάτων κινδύνου, συμφώνως πρός τάς διατάξεις τῶν Κανονισμῶν καθώς καί τούς ἐν ἰσχύϊ Διεθνεῖς Κανονισμούς Ἀποφυγῆς Συγκρούσεων ἐν Θαλάσσῃ.

X. Ὅτι τό πλοῖον συμμορφοῦται πρός ὅλας τάς διατάξεις τῶν Κανονισμῶν, ὅσοι ἐφαρμόζονται ἐπί τούτου.

Τό παρόν πιστοποιητικόν ἐκδίδεται κατ' ἐξουσιοδότησιν τῆς Κυβερνήσεως. Ἰσχύει μέχρι ....

Ἐξεδόθη ἐν τῇ 19..

Ἕπεται ἡ σφραγίς ἤ ἡ ὑπογραφή τῆς ἐξουσιοδοτημένης διά τήν ἔκδοσιν τοῦ πιστοποιητικοῦ Ἀρχῆς.

(Σφραγίς)

Ἐάν τό πιστοποιητικόν εἶναι ὑπογεγραμμένον προστίθεται ἡ ἀκόλουθος παράγραφος:

Ὁ ὑπογεγραμμένος δηλῶ ὅτι εἶμαι δεόντως ἐξουσιοδοτημένος ὑπό τῆς ρηθείσης

Κυβερνήσεως ὅπως ἐκδώσω τό παρόν πιστοποιητικόν.

('Υπογραφή)

ΣΗΜΕΙΩΣΙΣ: Θά ἀρκῇ νά ἀναγράφεται τό ἔτος κατά τό ὁποῖον ἐτοποθετήθη ἡ τρόπις ἤ ὅτε τό πλοῖον εὑρίσκετο εἰς παρεμφερές στάδιον κατασκευῆς ἐξαιρέσει τοῦ ἔτους 1965 καί τοῦ ἔτους ἐνάρξεως τῆς ἰσχύος τῆς Διεθνοῦς Συμβάσεως περί 'Ασφαλείας τῆς 'Ανθρωπίνης Ζωῆς ἐν Θαλάσσῃ 1974, διά τήν περίπτωσιν τῶν ὁποίων θά ἀναφέρεται ἡ πραγματική ἡμερομηνία.

Εἰς τήν περίπτωσιν πλοίου τό ὁποῖον ὑπέστη μετατροπήν, ὡς προβλέπεται εἰς τόν Κανονισμόν 1(β)(ι) τοῦ Κεφαλαίου ΙΙ-1 ἤ τοῦ Κανονισμοῦ 1(α)(ι) τοῦ Κεφαλαίου ΙΙ-2 τῆς Συμβάσεως, θά ἀναφέρεται ἡ ἡμερομηνία ἐνάρξεως τῶν ἐργασιῶν τῆς μετατροπῆς.

'Υπόδειγμα Πιστοποιητικοῦ 'Ασφαλείας Πυρηνοκινήτου Φορτηγοῦ Πλοίου

ΠΙΣΤΟΠΟΙΗΤΙΚΟΝ ΑΣΦΑΛΕΙΑΣ ΠΥΡΗΝΙΚΟΥ ΦΟΡΤΗΓΟΥ ΠΛΟΙΟΥ

('Επίσημος Τίτλος) *(Κράτος)*

'Εκδοθέν συμφώνως πρός τάς διατάξεις τῆς

ΔΙΕΘΝΟΥΣ ΣΥΜΒΑΣΕΩΣ ΠΕΡΙ ΑΣΦΑΛΕΙΑΣ ΤΗΣ ΑΝΘΡΩΠΙΝΗΣ ΖΩΗΣ ΕΝ ΘΑΛΑΣΣΗ, 1974

"Ονομα πλοίου	Διεθνές Διακριτικόν	Λιμήν νηολογήσεως	'Ολική χωρητικότης	'Ημερομηνία κατά τήν ὁποίαν ἐτοποθετήθη ἡ τρόπις (Βλέπε κατωτέρω σημείωσιν)

'Η Κυβέρνησις (*"Ονομα Κυβερνήσεως*) πιστοποιεῖ:
'Ο ὑπογεγραμμένος (*"Ονομα*) πιστοποιῶ:

I. "Οτι τό ἀνωτέρω ἀναφερόμενον πλοῖον ἔχει δεόντως ἐπιθεωρηθῆ συμφώνως πρός τάς διατάξεις τῆς ἀνωτέρω ἀναφερομένης Συμβάσεως.

II. "Οτι τό πλοῖον, τό ὁποῖον εἶναι πυρηνοκίνητον, πληροῖ ὅλας τάς ἀπαιτήσεις τοῦ Κεφαλαίου VIII τῆς Συμβάσεως καί συμμορφοῦται πρός τήν "Εκθεσιν 'Ασφαλείας τήν ἐγκριθεῖσαν διά τό πλοῖον.

III. "Οτι ἡ ἐπιθεώρησις ἀπέδειξεν ὅτι τό πλοῖον πληροῖ τάς ἀπαιτήσεις τάς καθοριζομένας εἰς τόν Κανονισμόν 10 τοῦ Κεφαλαίου Ι τῆς Συμβάσεως, ὅσον ἀφορᾷ τό σκάφος, τάς μηχανάς καί τόν ἐξαρτισμόν καί πληροῖ τάς σχετικάς ἀπαιτήσεις τοῦ Κεφαλαίου ΙΙ-1 καί Κεφαλαίου ΙΙ-2.

IV. "Οτι τά σωστικά μέσα ἐπαρκοῦν διά συνολικόν ἀριθμόν...... ἀτόμων κατ' ἀνώτατον ὅριον, ἤτοι:

...... σωσίβιοι λέμβοι εἰς τήν ἀριστεράν πλευράν ἱκαναί νά φέρουν...... ἄτομα,

...... σωσίβιοι λέμβοι εἰς τήν δεξιάν πλευράν ἱκαναί νά φέρουν...... ἄτομα,

...... σωσίβιοι λέμβοι μετά κινητῆρος (συμπεριλαμβανόμεναι, εἰς τόν ἀνωτέρω ἀναφερόμενον συνολικόν ἀριθμόν) συμπεριλαμβάνουσαι ...... σωσιβίους λέμβους μετά κινητῆρος ἐφωδιασμένας διά ραδιοτηλεγραφικῆς ἐγκαταστάσεως καί προβολέως, καί ...... σωσιβίους λέμβους μετά κινητῆρος ἐφωδιασμένας διά προβολέως μόνον.

...... σωσίβιοι σχεδίαι διά τάς ὁποίας ἀπαιτοῦνται ἐγκεκριμένα μέσα καθαιρέσεως, ἱκαναί νά φέρουν ...... ἄτομα, καί

...... σωσίβιοι σχεδίαι διά τάς ὁποίας δέν ἀπαιτοῦνται ἐγκεκριμένα μέσα καθαιρέσεως, ἱκαναί νά φέρουν ...... ἄτομα,

...... κυκλικά σωσίβια,

...... σωσίβιοι ζῶναι.

V. "Οτι αἱ σωσίβιοι λέμβοι καί αἱ σχεδίαι εἶναι ἐφωδιασμέναι διά τῶν ἐφοδίων τῶν καθοριζομένων εἰς τούς Κανονισμούς τούς προσηρτημένους εἰς τήν Σύμβασιν.

VI. "Οτι τό πλοῖον εἶναι ἐφωδιασμένον διά μιᾶς ὁρμηδοβόλου συσκευῆς καί φορητῆς συσκευῆς ἀσυρμάτου διά πλωτόν σωστικόν μέσον συμφώνως πρός τάς διατάξεις τῶν Κανονισμῶν.

VII. "Οτι τό πλοῖον πληροῖ τάς ἀπαιτήσεις τῶν Κανονισμῶν ὅσον ἀφορᾷ τάς ραδιοτηλεγραφικάς ἐγκαταστάσεις, ἤτοι:

	'Απαιτούμενα κατά τούς Κανονισμούς	Διατιθέμενα ἐν τῷ πλοίῳ
'Ωραι ἀκροάσεως ἀσυρματιστοῦ		......
'Αριθμός ἀσυρματιστῶν		......
'Εάν ὑπάρχῃ αὐτόματος δέκτης σήματος κινδύνου		......
'Εάν ὑπάρχῃ κυρία ἐγκατάστασις		......
'Εάν ὑπάρχῃ ἐφεδρική ἐγκατάστασις		......
'Εάν ὁ κύριος καί ὁ ἐφεδρικός πομπός εἶναι ἠλεκτρικῶς κεχωρισμένοι ἤ συνδυασμένοι		......
'Εάν ὑπάρχῃ ραδιογωνιόμετρον		......
'Εάν ὑπάρχῃ ραδιοεντοπιστική συσκευή ἐπί τῆς ραδιοτηλεφωνικῆς συχνότητος κινδύνου		......
'Εάν ὑπάρχῃ radar		......

VIII. "Οτι ἡ λειτουργία τῶν ραδιοτηλεγραφικῶν ἐγκαταστάσεων διά τάς σωσιβίους λέμβους μετά κινητῆρος καί (ἤ) τῆς φορητῆς συσκευῆς ἀσυρμάτου, διά πλωτόν σωσίβιον μέσον, ἐάν ὑπάρχῃ αὕτη, ἀνταποκρίνεται εἰς τάς διατάξεις τῶν Κανονισμῶν.

IX. "Οτι ἡ ἐπιθεώρησις ἀπέδειξεν ὅτι τό πλοῖον συμμορφοῦται πρός τάς ἀπαιτήσεις τῆς ρηθείσης Συμβάσεως, ὅσον ἀφορᾷ τάς συσκευάς σβέσεως πυρκαϊᾶς, radar, ἠχοβολιστικήν συσκευήν καί γυροσκοπικήν πυξίδα καί εἶναι ἐφωδιασμένον διά πλοϊκῶν φανῶν καί σχημάτων, κλίμακος καί σημάτων κινδύνου συμφώνως πρός τάς διατάξεις τῶν Κανονισμῶν καθώς καί τούς ἐν ἰσχύϊ Διεθνεῖς Κανονισμούς 'Αποφυγῆς Συγκρούσεων ἐν Θαλάσσῃ.

X. "Οτι τό πλοῖον συμμορφοῦται πρός ὅλας τάς ἄλλας διατάξεις τῶν Κανονισμῶν, ὅσοι ἐφαρμόζονται ἐπί τούτου.

Τό παρόν πιστοποιητικόν ἐκδίδεται κατ' ἐξουσιοδότησιν τῆς Κυβερνήσεως. 'Ισχύει μέχρι......

'Εξεδόθη ἐν τῇ 19..

"Επεται ἡ σφραγίς ἤ ἡ ὑπογραφή τῆς ἐξουσιοδοτημένης διά τήν ἔκδοσιν τοῦ πιστοποιητικοῦ 'Αρχῆς.

(Σφραγίς)

'Εάν τό πιστοποιητικόν εἶναι ὑπογεγραμμένον προστίθεται ἡ ἀκόλουθος παράγραφος:

'Ο ὑπογεγραμμένος δηλῶ ὅτι εἶμαι δεόντως ἐξουσιοδοτημένος ὑπό τῆς ἀνωτέρω Κυβερνήσεως ὅπως ἐκδώσω τό παρόν πιστοποιητικόν.

('Υπογραφή)

ΣΗΜΕΙΩΣΙΣ: Θά ἀρκῇ νά ἀναγράφεται τό ἔτος κατά τό ὁποῖον ἐτοποθετήθη ἡ τρόπις ἐξαιρέσει τοῦ ἔτους 1965 καί τοῦ ἔτους ἐνάρξεως τῆς ἰσχύος τῆς Διεθνοῦς Συμβάσεως περί 'Ασφαλείας τῆς 'Ανθρωπίνης Ζωῆς ἐν Θαλάσσῃ, 1974, διά τήν περίπτωσιν τῶν ὁποίων θά ἀναφέρεται ἡ πραγματική ἡμερομηνία.

Ἄρθρον 2.

Ὁρισμός.

Ὁ ἀναφερόμενος εἰς τὰ ἑπόμενα ἄρθρα τοῦ παρόντος Νόμου ὅρος «Σύμβασις» περιλαμβάνει τήν, κατὰ τὸ ἄρθρον 1 τοῦ παρόντος Νόμου, κυρουμένην Σύμβασιν καὶ τὰ συνημμένα εἰς αὐτὴν Παράρτημα Κανονισμῶν καὶ Προσάρτημα.

Ἄρθρον 3.

Ἀπαγόρευσις ἀπόπλου.

Ἀπαγορεύεται, ἀπὸ τῆς ἰσχύος τῆς Συμβάσεως, ὁ ἀπόπλους τῶν, εἰς τὰς διατάξεις αὐτῆς ὑπαγομένων, ὑπὸ Ἑλληνικὴν ἢ ξένας σημαίας πλοίων, Χωρῶν μετεχουσῶν ἢ μὴ τῆς Συμβάσεως, ἐφ' ὅσον δὲν πληροῦν τοὺς δι' αὐτῆς ὁριζομένους ὅρους.

Ἄρθρον 4.

Ἁρμόδιαι Ἀρχαὶ ἐφαρμογῆς.

Ἁρμόδιαι Ἀρχαὶ διὰ τὴν ἐφαρμογὴν τῶν διατάξεων τοῦ παρόντος Νόμου καὶ τῆς Συμβάσεως τὴν βεβαίωσιν τῶν παραβάσεων καὶ τὴν ἐπιβολὴν κυρώσεων εἶναι εἰς μὲν τὴν ἡμεδαπὴν ἡ Ἐπιθεώρησις Ἐμπορικῶν Πλοίων (Ε.Ε.Π) καὶ αἱ Λιμενικαὶ Ἀρχαί, εἰς δὲ τὴν ἀλλοδαπὴν οἱ παρὰ Προξένοις τοποθετημένοι Ἀξιωματικοὶ ΛΣ, οἱ ἀσκοῦντες διοικητικὰ καθήκοντα ναυτιλίας καὶ ἐλλείψει αὐτῶν αἱ Ἑλληνικαὶ Προξενικαὶ Ἀρχαί.

Ἄρθρον 5.

Παραβάσεις.

1. Οἱ παραβάται τῶν διατάξεων τοῦ παρόντος Νόμου καὶ τῶν εἰς ἐκτέλεσιν αὐτοῦ ἐκδιδομένων Προεδρικῶν Διαταγμάτων τιμωροῦνται, ἀνεξαρτήτως πάσης ἄλλης ἀπορρεούσης ἐξ ἑτέρας διατάξεως ποινικῆς ἢ πειθαρχικῆς εὐθύνης, κατὰ τὰς διατάξεις τοῦ ἄρθρου 45 τοῦ κυρωθέντος διὰ τοῦ Ν.Δ. 187/1973 Κώδικος Δημοσίου Ναυτικοῦ Δικαίου.

2. Ἡ, κατὰ τὰς ἀνωτέρω διατάξεις, διαδικασία ἀσκήσεως καὶ ἐκδικάσεως προσφυγῶν ἐφαρμόζεται καὶ ἐν προκειμένῳ.

Ἄρθρον 6.

Ἐξαιρέσεις καὶ ἀπαλλαγαί.

Αἱ ἐπιτρεπόμεναι, ὑπὸ τῆς Συμβάσεως, ἐξαιρέσεις καὶ ἀπαλλαγαί, χορηγοῦνται ὑπὸ τῆς Ε.Ε.Π.

Ἄρθρον 7.

Ἰσοδύναμοι ρυθμίσεις.

Δι' Ὑπουργικῶν Ἀποφάσεων δημοσιευομένων εἰς τὴν Ἐφημερίδα τῆς Κυβερνήσεως, ἐπιτρέπεται ὅπως ἐγκρίνωνται ἰσοδύναμοι ρυθμίσεις περὶ τῶν ὁποίων ὁ Κανονισμὸς 5 (α) τοῦ Μέρους Α' τοῦ Κεφαλαίου Ι τῆς Συμβάσεως.

Ἄρθρον 8.

Κείμενα.

Ἐν περιπτώσει συγκρούσεως μεταξὺ τοῦ Ἀγγλικοῦ καὶ Ἑλληνικοῦ κειμένου τῆς Συμβάσεως κατισχύει τὸ Ἀγγλικόν.

Ἄρθρον 9.

Ἐπίπεδα ἀσφαλείας.

1. Ἐπιτρέπεται ὅπως, διὰ Π. Διαταγμάτων, κυροῦνται Κανονισμοὶ ἀναφερόμενοι εἰς τὴν ἐκτέλεσιν τῶν διὰ τοῦ παρόντος Νόμου κυρουμένων κειμένων.

Οἱ Κανονισμοὶ οὗτοι ἀρχικῶς ἐγκρίνονται δι' Ὑπουργικῶν Ἀποφάσεων δημοσιευομένων διὰ τῆς Ἐφημερίδος τῆς Κυβερνήσεως, μετὰ δὲ τὴν πάροδον ἔτους ἀπὸ τῆς ἰσχύος των κυροῦνται ὑποχρεωτικῶς, μετὰ ἢ ἄνευ τροποποιήσεων, κατὰ τὰ εἰς τὸ προηγούμενον ἐδάφιον ὁριζόμενα.

2. Κατὰ τὴν ἔκδοσιν τῶν ἐν παραγράφῳ 1 τοῦ παρόντος ἄρθρου Κανονισμῶν ἐφαρμόζονται καὶ αἱ διατάξεις τοῦ Κεφαλαίου Δ' (ΑΣΦΑΛΕΙΑ ΠΛΟΙΩΝ) τοῦ Ν.Δ. 187/1973 «περὶ Κώδικος Δημοσίου Ναυτικοῦ Δικαίου».

Ἄρθρον 10.

Αὔξησις ὀργανικῶν θέσεων Ἀξιωματικῶν Λιμενικοῦ Σώματος (ΛΣ)

1. Διὰ τὴν ἐφαρμογὴν τῆς Συμβάσεως, αἱ ὀργανικαὶ θέσεις τῶν Ἀξιωματικῶν ΛΣ αὐξάνονται ὡς ἀκολούθως:

α) Τῶν ἐκ τῆς Σχολῆς Δοκίμων Σημαιοφόρων Λιμενικῶν, προερχομένων Ἀξιωματικῶν κατὰ δώδεκα (12) ἐξ ὧν: μία (1) Ἀρχιπλοιάρχου, τέσσαρες (4) Πλοιάρχων, τρεῖς (3) Ἀντιπλοιάρχων καὶ τέσσαρες (4) Πλωταρχῶν.

β) Τῶν δι' ἀπευθείας κατατάξεως Ἀξιωματικῶν ΛΣ κατ' ἐφαρμογὴν τῶν ἄρθρων 5 καὶ 7 παρ. 3 τοῦ Ν.Δ. 1320/72 «περὶ καθορισμοῦ εἰδικοτήτων τῶν στελεχῶν τοῦ Λ.Σ., αὐξήσεως τῶν ὀργανικῶν θέσεων καὶ κατανομῆς καὶ πληρώσεως τούτων» κατὰ ὀκτὼ (8), ἐξ ὧν: τρεῖς (3) Ἀντιπλοιάρχων Τεχνικῶν, τέσσαρες (4) Πλωταρχῶν Τεχνικῶν καὶ μία (1) Ὑποπλοιάρχου Ἰατροῦ.

2. Ἡ πλήρωσις τῶν διὰ τῆς παραγράφου 1 τοῦ παρόντος ἄρθρου ἱδρυομένων θέσεων Ἀξιωματικῶν ΛΣ κλιμακοῦται ἐντὸς πενταετίας ἀπὸ τῆς ἐνάρξεως τῆς ἰσχύος τοῦ παρόντος νόμου, μὴ ἐπιτρεπομένης τῆς πληρώσεως πλέον τοῦ ἑνὸς πέμπτου τούτων καθ' ἕκαστον τῶν ἀπὸ τοῦ τρέχοντος ἔτους πέντε ἐτῶν.

3. Εἰς τὴν Ε.Ε.Π. τοποθετεῖται ὡς Διευθυντὴς Ἀρχιπλοίαρχος ΛΣ.

Ἄρθρον 11.

Ἀπόσπασις Ἀξιωματικῶν ΛΣ εἰς Διεθνεῖς Ὀργανισμούς.

1. Ἐπιτρέπεται ὅπως διὰ Ὑπουργικῶν ἀποφάσεων ἀποσπῶνται Ἀξιωματικοὶ τοῦ Λιμενικοῦ Σώματος εἰς Διεθνεῖς Ὀργανισμοὺς ἀπασχολουμένους μὲ θέματα ἀσφαλείας τῆς ναυσιπλοΐας ἢ ἐν γένει θέματα ἁρμοδιότητος ΥΕΝ, εἰς οὓς μετέχει καὶ ἡ Ἑλλάς, μετ' ἀπόφασιν τοῦ ἁρμοδίου Συμβουλίου μεταθέσεων-τοποθετήσεων. Εἰς τοὺς οὕτως ἀποσπωμένους δὲν καταβάλλονται αἱ τακτικαὶ των ἀποδοχαὶ ἐφ' ὅσον λαμβάνουν ἀποδοχὰς παρὰ τῶν Διεθνῶν Ὀργανισμῶν εἰς τοὺς ὁποίους ἀποσπῶνται ἀνωτέρας τῶν τακτικῶν των ἀποδοχῶν.

2. Ὁ παρὰ τοῖς ἄνω Ὀργανισμοῖς ἐν ἀποσπάσει διανυόμενος χρόνος ὑπηρεσίας τῶν ἐν λόγῳ Ἀξιωματικῶν λογίζεται διὰ πᾶσαν περίπτωσιν ὡς χρόνος πραγματικῆς ἀσκήσεως καθηκόντων καὶ ὡς χρόνος διοικήσεως εἰς τὸν ὃν φέρουν βαθμὸν καὶ προσμετρεῖται διὰ τὴν συμπλήρωσιν εἰδικῶν τυπικῶν προσόντων κρίσεως καὶ προαγωγῆς.

3. Αἱ διατάξεις τοῦ παρόντος ἄρθρου ἐφαρμόζονται καὶ ἐπὶ Ἀξιωματικῶν ἀποσπασθέντων ἀπὸ 1ης Ἰανουαρίου 1979.

Ἄρθρον 12.

Ἔκδοσις Διαταγμάτων.

1. Τροποποιήσεις καὶ συμπληρώσεις τῶν ἄρθρων τῆς Συμβάσεως καὶ τοῦ Κεφαλαίου 1 τοῦ Παραρτήματος αὐτῆς θὰ γίνωνται διὰ Νόμου.

2. Τροποποιήσεις καὶ συμπληρώσεις ἀφορῶσαι εἰς τοὺς Κανονισμοὺς τοῦ Παραρτήματος, ἐκτὸς τοῦ Κεφαλαίου 1 αὐτοῦ, δύναται νὰ γίνωνται ἀποδεκταὶ διὰ Προεδρικῶν Διαταγμάτων, ἐκδιδομένων προτάσει τῶν Ὑπουργῶν Ἐξωτερικῶν καὶ Ἐμπορικῆς Ναυτιλίας.

3. Δι' ὁμοίων κατὰ τὰ ἐν παρ. 2 Π. Δ/των δύναται νὰ ρυθμίζεται πᾶσα ἀναγκαία λεπτομέρεια διὰ τὴν ἐφαρμογὴν τοῦ παρόντος νόμου καὶ τῆς κυρουμένης Συμβάσεως καὶ νὰ ἀναστέλεται ἡ ἐφαρμογὴ τῆς Συμβάσεως εἰς περίπτωσιν πολέμου.

Ἄρθρον 13.

Ἁρμοδιότης ἐκδόσεως ἐκτελεστικῶν Διαταγμάτων.

Ἁρμόδιος διὰ τὴν πρότασιν ἢ ἔκδοσιν τῶν ὑπὸ τοῦ παρόντος νόμου προβλεπομένων Π. Διαταγμάτων, Κανονισμῶν καὶ Ὑπουργικῶν Ἀποφάσεων εἶναι ὁ Ὑπουργὸς Ἐμπορικῆς Ναυτιλίας, ἐκτὸς ἐὰν ἄλλως ρητῶς ὁρίζεται.

Ἄρθρον 14.

Οἱ ἐξ Ἀνθυπασπιστῶν Πλωτάρχαι Λ.Σ. μετὰ τὴν συμπλήρωσιν τριακονταπενταετοῦς (35) συνταξίμου εἰς τὸ Λ.Σ. ὑπηρεσίας, προάγονται εἰς τὸν βαθμὸν τοῦ Ἀντιπλοιάρχου καὶ ἀποστρατεύονται.

Μεταβατικαὶ Διατάξεις.

Ἄρθρον 15.

Ὑποπλοίαρχοι ΛΣ (ΕΥ) συμπληρώσαντες ἢ συμπληροῦντες μέχρι 31.12.1980 τριακονταπενταετῆ (35) συντάξιμον ὑπηρεσίαν, ἐξ ἧς τριακονταδιετῆ (32) συνολικὴν πραγματικὴν ἐν τῷ Λιμενικῷ Σώματι καὶ δύο ἔτη εἰς τὸν βαθμόν, προάγονται τῇ αἰτήσει των εἰς τὸν βαθμὸν τοῦ Πλωτάρχου ΛΣ (ΕΥ) τιθέμενοι ἐκτὸς ὀργανικῶν θέσεων καὶ μετὰ πάροδον 30 ἡμερῶν ἀποστρατεύονται αὐτεπαγγέλτως.

Ἄρθρον 16.

Ἡ διάταξις τοῦ ἄρθρου 15 τοῦ Νόμου 672/1977 ὡς ἐτροποποιήθη διὰ τοῦ ἄρθρου 26 τοῦ Νόμου 773/1978 «περὶ προσόντων Ὑπαξιωματικῶν Λιμενικοῦ Σώματος (ΛΣ) συγκροτήσεως καὶ λειτουργίας Συμβουλίων Κρίσεως αὐτῶν καὶ ἄλλων τινῶν διατάξεων» ἀντικαθίσταται ὡς ἀκολούθως:

1. Διὰ τὰ ἔτη 1980, 1981 καὶ 1982 Ἀνθυποπλοίαρχοι Λιμενικοῦ Σώματος Εἰδικῶν Ὑπηρεσιῶν συμπληροῦντες τριακονταδιετῆ (32) συνολικὴν πραγματικὴν στρατιωτικὴν ὑπηρεσίαν, ἐξ ἧς τετραετῆ (4) τοιαύτην εἰς τοὺς βαθμοὺς τοῦ Ἀνθυποπλοιάρχου καὶ Σημαιοφόρου Λιμενικοῦ Σώματος Εἰδικῶν Ὑπηρεσιῶν καὶ κρινόμενοι προακτέοι ὑπὸ τῶν οἰκείων Συμβουλίων, προάγονται εἰς τὸν βαθμὸν τοῦ Ὑποπλοιάρχου Λιμενικοῦ Σώματος Εἰδικῶν Ὑπηρεσιῶν τιθέμενοι ἐκτὸς ὀργανικῶν θέσεων.

2. Οἱ τυχὸν παραλειφθέντες προαγόμενοι ἐπανακτοῦν τὴν ἀρχαιότητά των τιθέμενοι εἰς τὸ δεξιὸν τῶν κατὰ τ' ἀνωτέρω προαχθησομένων.

Ἄρθρον 17.

Ἀνθυπασπισταὶ Λιμενικοῦ Σώματος συμπληρώσαντες ἢ συμπληροῦντες μέχρι 31.12.1980 ὑπὲρ εἰκοσιδιετῆ (22) συνολικὴν πραγματικὴν ἐν τῷ Λιμενικῷ Σώματι ὑπηρεσίαν, ἐκ τῆς ὁποίας ὀκταετῆ (8) τοιαύτην εἰς τὸν βαθμὸν τοῦ Ἀνθυπασπιστοῦ Λιμενικοῦ Σώματος, ἀποφοιτήσαντες εὐδοκίμως ἐκ τῆς Σχολῆς Ἐπαγγελματικῆς Μετεκπαιδεύσεως Ἀνθυπασπιστῶν Λιμενικοῦ Σώματος καὶ κρινόμενοι προακτέοι ὑπὸ τῶν οἰκείων Συμβουλίων, προάγονται ὡς ὑπεράριθμοι εἰς τὸν βαθμὸν τοῦ Σημαιοφόρου Λιμενικοῦ Σώματος Εἰδικῶν Ὑπηρεσιῶν ἄνευ διαταράξεως τῆς ὑφισταμένης σειρᾶς ἀρχαιότητος.

Ἄρθρον 18.

Καταργούμεναι Διατάξεις.

1. Ἀπὸ τῆς Ἐνάρξεως ἰσχύος τῆς Συμβάσεως καταργεῖται τὸ Ν.Δ. 4258/1962 «περὶ κυρώσεως τῆς ὑπογραφείσης ἐν Λονδίνῳ Διεθνοῦς Συμβάσεως «περὶ ἀσφαλείας τῆς ἀνθρωπίνης ζωῆς ἐν θαλάσσῃ (1960) καὶ περὶ ἄλλων τινῶν διατάξεων ἀφορωσῶν εἰς τὴν μεταφορὰν μεταναστῶν».

2. Διατάγματα καὶ Κανονισμοὶ ἐκδοθέντα κατ' ἐξουσιοδότησιν τοῦ Ν.Δ. 4258/1962 παραμένουν ἐν ἰσχύι μέχρι ἀντικαταστάσεώς των, πλὴν τῶν διατάξεων αὐτῶν αἱ ὁποῖαι ἀντιτίθενται εἰς τὰς διατάξεις τοῦ παρόντος νόμου καὶ τῆς Συμβάσεως.

Ἡ ἰσχὺς τοῦ παρόντος νόμου ἄρχεται ἀπὸ τῆς δημοσιεύσεώς του διὰ τῆς Ἐφημερίδος τῆς Κυβερνήσεως.

Ὁ παρὼν νόμος ψηφισθεὶς ὑπὸ τῆς Βουλῆς καὶ παρ' Ἡμῶν σήμερον κυρωθείς, δημοσιευθήτω διὰ τῆς Ἐφημερίδος τῆς Κυβερνήσεως καὶ ἐκτελεσθήτω ὡς νόμος τοῦ Κράτους.

Ἐν Ἀθήναις τῇ 24 Ἀπριλίου 1980

Ο ΠΡΟΕΔΡΟΣ ΤΗΣ ΔΗΜΟΚΡΑΤΙΑΣ

ΚΩΝΣΤΑΝΤΙΝΟΣ Δ. ΤΣΑΤΣΟΣ

ΟΙ ΥΠΟΥΡΓΟΙ

ΕΞΩΤΕΡΙΚΩΝ — **ΓΕΩΡΓΙΟΣ ΡΑΛΛΗΣ**

ΟΙΚΟΝΟΜΙΚΩΝ — **ΑΘ. ΚΑΝΕΛΛΟΠΟΥΛΟΣ**

ΕΜΠΟΡΙΚΗΣ ΝΑΥΤΙΛΙΑΣ

ΕΜΜΑΝΟΥΗΛ ΚΕΦΑΛΟΓΙΑΝΝΗΣ

Ἐθεωρήθη καὶ ἐτέθη ἡ μεγάλη τοῦ Κράτους σφραγίς.

Ἐν Ἀθήναις τῇ 24 Ἀπριλίου 1980

Ο ΕΠΙ ΤΗΣ ΔΙΚΑΙΟΣΥΝΗΣ ΥΠΟΥΡΓΟΣ

ΓΕΩΡΓΙΟΣ ΣΤΑΜΑΤΗΣ

ΑΠΟ ΤΟ ΕΘΝΙΚΟ ΤΥΠΟΓΡΑΦΕΙΟ